Metro Cordon Count Program - 1987

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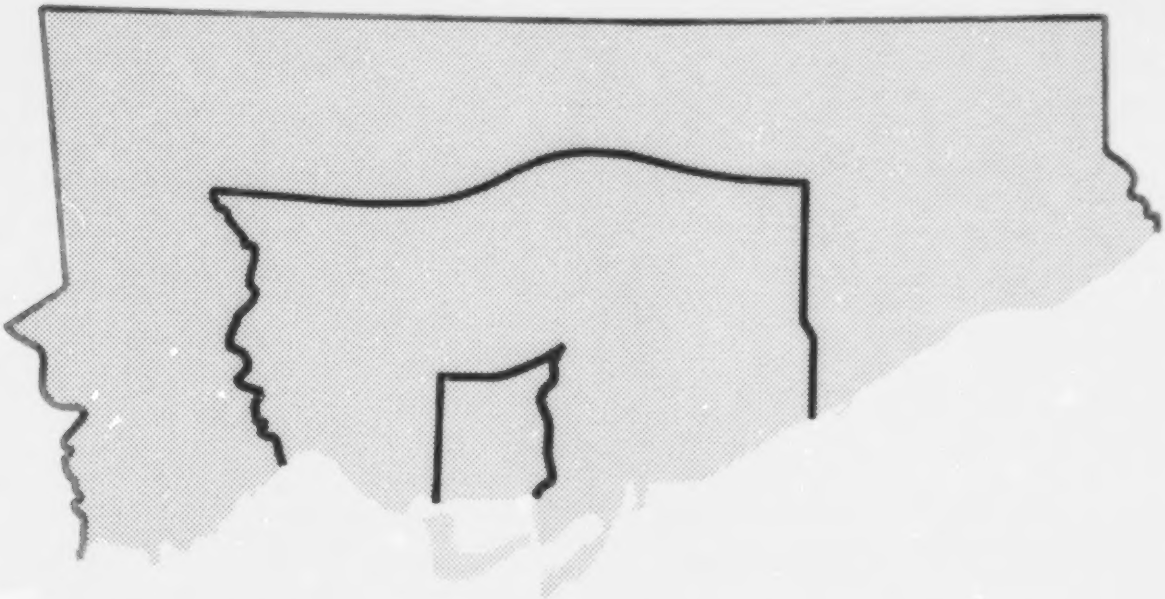

Metropolitan Toronto Planning Department

Metro Cordon Count Program – 1987

Metropolitan Toronto Planning Department
Transportation Division

February, 1988

PREFACE

The purpose of the Metro Cordon Count Program is to collect data on weekday vehicle and person travel throughout the Metropolitan Area. This data, summarized by major screenlines, is used by the Metropolitan Planning Department and other municipal agencies on an ongoing basis to monitor travel trends and the impacts of improvements to the transportation system, as input to specific studies and to respond to information requests. In particular, the program provides important input to the Central Area Monitoring Program, which was initiated in 1986 as a joint effort of Metro, the City of Toronto and the Toronto Transit Commission.

The selected results presented in this report have been prepared as a summary of the information collected, and to make available various statistics regarding travel in Metropolitan Toronto. More comprehensive traffic data by location, time, mode and vehicle classification is available from the Metropolitan Planning Department.

In 1975, the Cordon Count Program was established by the Metropolitan Planning Department after a series of discussions with other planning agencies within Metropolitan Toronto and the surrounding Regional Municipalities. Agreement was reached on the need for regular collection of consistent and comprehensive Metro-wide data to assist in the monitoring and planning of transportation services.

The Cordon Count Program was designed to be as compatible as possible with the historical count programs of the City of Toronto and the T.T.C. The Metro-wide program has been carried out biennially since 1975. As with the 1983 and 1985 programs, the 1987 program was actually conducted over a two-year period. The Downtown Cordon and Downtown Core were surveyed in 1986, and the remainder of Metropolitan Toronto in 1987. The Regional Municipalities of York and Peel also conducted cordon counts in 1987 during the same time period using similar counting standards, incorporating Metro data for the boundary crossings.

This report has been re-arranged in comparison to previous reports. The survey procedure and data processing, which in the past have been included in the Introduction, have now been presented in an Appendix with appropriate exhibits.

The Cordon Counts were undertaken by the Metropolitan Planning Department in cooperation with the City of Toronto Department of Public Works, the T.T.C., the Ontario Ministry of Transportation and GO Transit. The assistance of the above agencies is greatly appreciated. This report was prepared by John Kingma and Martin Seekings of the Metropolitan Planning Department; Soile Campitelli played a major role in the organization and supervision of the actual counts.

EXECUTIVE SUMMARY

This is the seventh biennial report on the Metro Cordon Count Program. The program was established in 1975 to collect data on vehicle and person movements by major screenlines throughought the Metropolitan Area. The data collected is used by the Metropolitan Planning Department and other agencies on an ongoing basis to monitor travel trends and the impacts of improvements to the transportation system.

There has been a general increase between 1985 and 1987 in terms of aggregate vehicle and person movements at the majority of cordons and screenlines selected for study. This applies to the daily (7:00 a.m. to 7:00 p.m.) volumes as well as those in the morning and afternoon peak periods. In general, this growth was higher between 1985 and 1987 than that experienced between 1983 and 1985. A mixture of increases and decreases in vehicle and person flows is evident when considering individual screenlines, transit facilities and expressways at all cordons.

MAJOR CORDONS

Metro Boundary Cordon

- Vehicle and person trips crossing the Metro boundary continued to increase in the 7:00 a.m. to 7:00 p.m. period at a high rate. From 1985 to 1987, the all day two-way vehicle and person trips increased by 16.9% and 15.8% respectively. The 1987 total flows were approximately 227,800 vehicles and 1,432,000 persons.

- All day two-way vehicle and person volumes increased by 13.7% and 12.9% at the West Metro Boundary, by 20.9% and 19.9% at the North Boundary, and by 16.2% and 14.7% at the East Boundary. The absolute growth in all day trips across the North boundary exceeded that across the West boundary by about 9,000 vehicles and 7,000 persons.

Suburban Cordon

- Travel across the Suburban Cordon has increased at a slower rate than at the Metro Boundary Cordon. Vehicle and person trips increased by 7.3% and 7.9% respectively for the 7:00 a.m. to 7:00 p.m. period (both directions). Total volumes in 1987 were 1,221,800 vehicles and 1,789,200 persons.

- At the East Suburban screenline, the volume of transit passengers increased between 1985 and 1987 by 43% in the morning peak period inbound, by 22% in the afternoon outbound and by 25% all day, both directions. This is partly attributable to the implementation of full service on the Scarborough R.T. line, together with feeder bus routes; the increased volume is split between the R.T. and east-west bus routes.

Central Area Cordon

- Of the three major cordons, (Metro Boundary, Suburban and Central Area), the Central Area cordon experienced the smallest increases in vehicle and person trips, at 4.6% and 0.9% respectively for the 7:00 a.m. to 7:00 p.m. period. Total volumes crossing the cordon in 1987 were 644,500 vehicles and 1,433,600 persons.

- The proportion of person trips crossing the Central Area cordon on transit and commuter rail showed a small increase from 1985 to 1987 for all three time periods.

TRAVEL MODE

Transit

- Passenger counts on the subway system in 1987 exhibit a mixture of increases and decreases when compared to 1985. An increase of 18.0% in inbound transit ridership was noted on the Yonge line north of Rosedale station in the morning peak hour.

- Similarly, there was an increase of 1.8% on the University line south of Queen's Park station for the morning peak hour inbound flow. On the Bloor-Danforth line, the morning peak hour passenger volumes increased 3.3% west of Spadina station and 29.4% west of Broadview station. Subway counts tend to fluctuate considerably from year to year, making the identification of trends difficult over the short term.

Commuter Rail

- Ridership generally increased on all GO Rail routes. The smallest change was seen on the Lakeshore East line. On Lakeshore West, 7:00 a.m. to 7:00 p.m. ridership increased by 11.4% both inbound and outbound; peak hour increases were higher due to the addition and rescheduling of trains since 1985. The other GO lines experienced all-day ridership increases of between 10% and 30%.

Expressway

- Overall, the expressway vehicle volumes showed a mixture of increases and decreases from 1985 to 1987. The most significant increase in vehicle counts was recorded on Highway 401 at the West Metro boundary, with increases of 60% eastbound in the a.m. peak, 42% westbound in the p.m. peak and 47% both directions in the all day period. These large increases are due to the completion of additional lanes between Highway 403 and Highway 427, construction of which had caused a low count in 1985. Traffic on most other roads crossing the West boundary decreased. At a number of other locations, counts were down in 1987 due to construction during the count period. In many cases, expressways have been operating at or near capacity for a number of years with little or no growth in peak hour traffic.

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1.0 INTRODUCTION

The Metro Cordon Count program involves the counting of person and vehicle movements across a grid of screenlines covering the Metropolitan area. These screenlines are located, where practicable, along physical barriers with limited crossings, such as river valleys, railway lines and expressways. Person and vehicle movement counts are summarized at a number of cordons, which consist of a set of component screenlines enclosing an area. The areas enclosed by the cordons are designed to satisfy the requirements of a variety of planning programs.

Counting stations are located wherever a road, subway line, or commuter rail line crosses a screenline, with the exception of VIA Rail, for which data is not collected, and certain local streets where flows are too low to justify the effort and expense of counting. Counts are recorded by 15 minute periods from 6:30 a.m. to 11:30 p.m. for a one-day period at each station, between late April and mid-June.

Since 1985, the Highway 401 North screenline has been counted during the peak periods only: 6:30 a.m. to 9:30 a.m. and 3:00 p.m. to 7:00 p.m. As this screenline is not a component of the reported cordons, it was decided to count only peak periods in order to reduce the cost of the program by operating a single split shift for this screenline.

The following information is collected for each station, as appropriate:

(1) Private Autos by number of occupants
(2) Taxis by number of occupants
(3) Trucks - Light
  - Medium
  - Heavy

(4) Buses: - T.T.C.)
- Mississauga)
- Other) Number of vehicles and
(5) Streetcars) number of occupants
(6) Subway cars)
(7) Commuter Rail Cars)

Pedestrians, bicycles, motorcycles and occupants of trucks are not counted.

During the planning stages for the 1987 Cordon Count program, the list of stations to be counted was reviewed to determine if changes were required by adding new or deleting old stations as a result of road construction and urban growth. Twelve additional stations were added to the program for 1987. A complete list of all stations counted has been included in Exhibit B1. Exhibits A1, A2 and A3 show the locations of the counting stations surveyed during 1986 and 1987.

Counting station locations were carefully chosen to provide the best vantage point possible for counting vehicle occupants. At some poorly illuminated stations, it was not possible to count auto occupants after dark (approximately 9:00 p.m.). At these stations, therefore, accurate person movement summaries are not available after 9:00 p.m. Bus and streetcar occupancies were estimated according to guidelines based on the degree of crowding. In the case of inter-city buses with heavily tinted windows, judgement was applied; if they appeared to be carrying passengers, an occupancy of 30 was assumed.

During the 1987 counting period, there was extensive construction activity in Metropolitan Toronto, notably on the Gardiner Expressway, the Don Valley Parkway and Highway 401, and on a number of arterial roads. At these and other locations, temporary lane and ramp closures affected the counting program at various times. Weather conditions were generally very good for the 1987 field work.

As in 1985, the 1987 Cordon Count program includes counts taken over a two year period. All roadway, subway and commuter rail counting locations comprising the Central Area Cordon and the Extended Core Cordon were counted in both 1986 and 1987 in connection with the Central Area Monitoring Program. The Downtown Cordon and Downtown Core Cordon were counted in 1986. Because the count was taken over a two year period, caution is advised in reading the tables and graphs.

In the 1985 and 1987 reports, a finer level of detail has been used for the tabular summaries of trips across major cordons, and new graphics have been introduced to illustrate trends since 1975. Many of the graphics and tables have been produced directly by computer, thus improving accuracy and correcting minor errors that occurred in previous reports.

Throughout this report, morning peak period refers to 7:00 a.m. to 9:00 a.m. peak period travel inbound towards central Toronto. The afternoon peak period refers to 4:00 p.m. to 6:00 p.m. travel outbound from the centre. The all day period refers to 7:00 a.m. to 7:00 p.m. two-way travel.

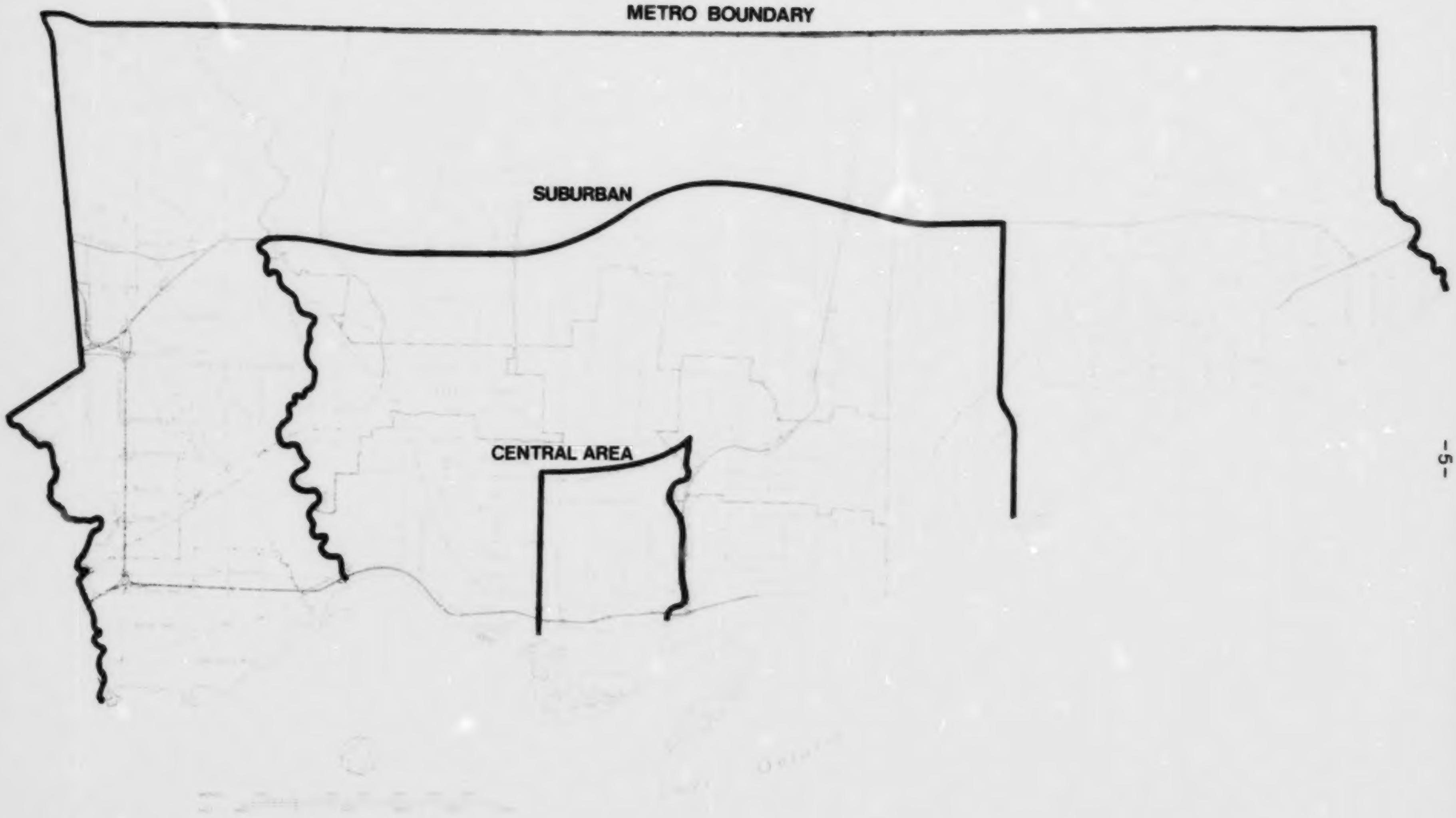
The bulk of this report consists of maps, graphs and tables prepared to show the type of information collected by the Cordon Count program and the types of analysis that may be undertaken. Some general comparisons of the results of the 1986/87 counts with data collected previously are also presented. Exhibits 1A and 1B show the cordons which were selected for data presentation to illustrate the characteristics of vehicle and person flows. These maps, graphs and tables provide an excellent insight and understanding of trends pertaining to transportation operations within the Metropolitan area.

2.0 VEHICLE AND PERSON MOVEMENTS

Exhibits 2 through 19 present information concerning the 1986/87 counts of vehicles by type, and of persons by mode crossing the screenlines which make up the cordons identified in Exhibits 1A and 1B. Inset figures show percentage changes by screenline from the previous counts. The line graphs, comprising the "A" exhibits, compare counts since 1975 for each cordon. These illustrate trends more clearly than the bar graphs used in previous reports. The graphs also include information on the average annual growth rate from 1975 to 1986 or 1987. Commuter rail passenger growth rates are based on data since 1977, because of uncertainties in the 1975 data. Growth rates for the Extended Core Cordon are based only on the 1985 to 1987 period. Exhibits 23 to 34 supplement these graphical summaries through the presentation, in tabular form, of counts for the various cordons broken down by component screenline.

Vehicle flows shown in the exhibits include autos, taxis, trucks, buses and streetcars, but not subway and commuter rail cars, which do not operate on roads. Person flows include persons travelling by auto, taxi, bus, streetcar, subway and commuter rail; however, drivers of taxis, trucks and transit vehicles are not included as they are considered to be part of the vehicle and are assumed not to be making the trip for their own purposes. Transit, for the purpose of this report, refers to streetcars, subway and buses; it does not include commuter rail.

Between 1985 and 1987 there was overall growth in terms of aggregate vehicle and person movements at most of the cordons and screenlines selected for the study. This applies to the daily (7:00 a.m. to 7:00 p.m.) volumes as well as those in the morning and afternoon peak periods. In general, this growth was higher between 1985 and 1987 than that experienced between 1983 and 1985. A mixture of increases and decreases is evident when considering the vehicle and person flows observed at individual screenlines and facilities.


METRO BOUNDARY
SUBURBAN
CENTRAL AREA

METRO CORDON COUNT PROGRAM 1987

EXHIBIT 1A:
OUTER CORDONS SELECTED FOR ANALYSIS

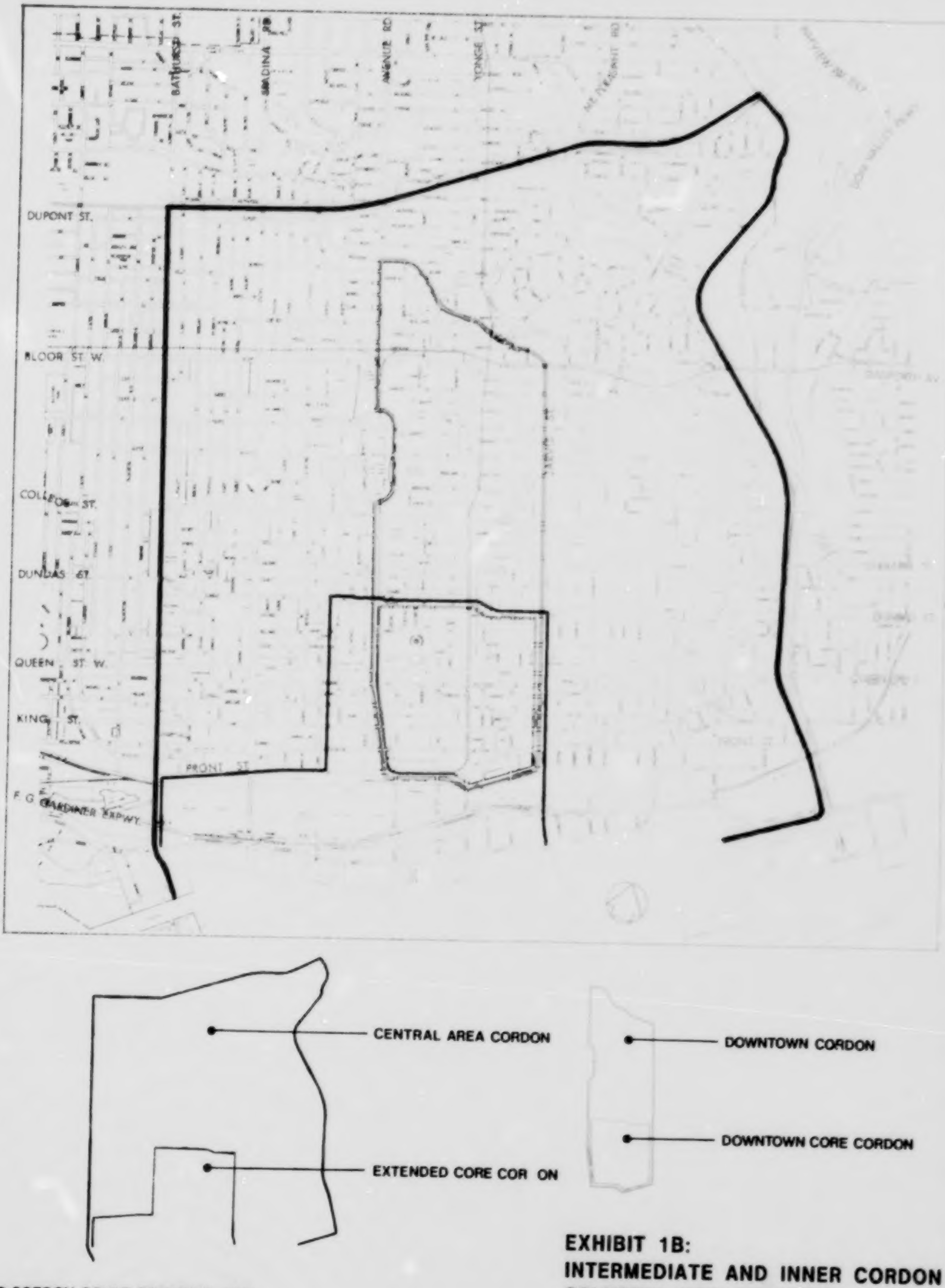

BATHURST ST.
SPADINA RD
AVENUE RD
YONGE ST
MT PLEASANT RD
DUPONT ST.
BLOOR ST. W.
COLLEGE ST.
DUNDAS ST.
QUEEN ST. W.
KING ST.
FRONT ST.
F. G. GARDINER EXPWY.
DANFORTH AV
FRONT ST
CENTRAL AREA CORDON
EXTENDED CORE CORDON
DOWNTOWN CORDON
DOWNTOWN CORE CORDON

EXHIBIT 1B:
INTERMEDIATE AND INNER CORDON SELECTED FOR ANALYSIS

2.1 Metro Boundary Cordon

Due to continuing development of the neighbouring Regional Municipalities, the two-way vehicle and person flows across the Metro Boundary continued to increase in the 7:00 a.m. to 7:00 p.m. period at a high rate, 16.9% and 15.8% respectively from 1985 to 1987. These compare to increases of 13.9% and 12.2% in vehicle and person trips in the 1983-1985 period. The percentage of trucks in the vehicle stream increased in all time periods. The percentrage of person trips using transit increased in all three time periods, while the percentage of GO Rail showed little change.

At the West Metro Boundary, vehicle trips experienced an increase of 12.0% in the a.m. peak period between 1985 and 1987, while the 7:00 a.m. to 7:00 p.m. two-way total vehicles increased by 13.7% since 1985. The increase in vehicle trips is partly due to the widening of Highway 401 between Highway 403 and Highway 427. Similarly, for the all day period for both directions the person trips experienced an increase of 12.9%; transit ridership increased 17.1% and GO commuter rail ridership increased 10.3%.

At the North Metro Boundary, vehicle and person trips increased in the range of 14.5% to 20.9% for all three time periods. Both transit and GO commuter rail ridership increased by 29.5% and 29.9% respectively, in the 7:00 a.m. to 7:00 p.m. period.

At the East Metro Boundary, vehicle and person trips increased by 16.2% and 14.5% respectively for the all day period. For the same time period, transit ridership increased 46.9% and GO commuter rail ridership decreased 2.9%. The 1985 transit count appears abnormally low.

A twelve-year (1975-1987) comparison indicates that the person and vehicle volumes have increased steadily with an average annual growth rate for person trips in the range of 5.0% to 6.6%. A hesitation in the increase was noted in 1983, but has been compensated for by increases in 1985 and 1987.

The greatest twelve-year (1975-1987) percentage growth has been at the North Boundary with increases of 141% in the a.m. peak, 125% in the p.m. peak and 154% in the all day period for vehicles and 152%, 124% and 150% respectively for person trips.

2.2 Suburban Cordon

Travel across the Suburban Cordon has increased at a slower rate than that observed for the Metro Boundary Cordon. Vehicle and person trips increased by 7.3% and 7.9% respectively between 1985 and 1987 for the 7:00 a.m. to 7:00 p.m. period. These increases have been the largest two-year increases recorded for this cordon in this time period since the beginning of the program.

As at the Metro Boundary Cordon, the percentage of trucks showed a general increase. The percentage of person trips using transit increased in all three time periods.

At the Suburban East screenline, the percentage of persons using transit increased from 27.6% to 34.9% in the a.m., from 26.9% to 30.5% in the p.m. and from 25.9% to 29.9% in the all day period. These high increases in transit usage are mainly due to the implementation of full service on the the Scarborough Rapid Transit line, and of a feeder bus network serving northeast Scarborough and Markham. Ridership increased significantly on the Eglinton Avenue, Lawrence Avenue and Ellesmere Road buses as well as on the R.T.

The twelve-year (1975-1987) comparison is similar to that for the Metro Boundary in that there is a steady growth pattern with a decrease of trips in 1983 which has been off-set by the increases observed in 1985 and 1987. Person trips increased at average annual rates of 2.8% and 3.0%, inbound and outbound respectively, for the all day period. Over the same time period, vehicle trips increased at average annual rates ranging between 2.1% and 2.9% inbound and outbound.

2.3 Central Area Cordon

The Central Area Cordon was counted in 1985, 1986 and 1987. In 1986, new stations for several minor streets were added to the west (Bathurst Street) screenline. The historical comparisons do not include the new stations. However, Exhibits 25 and 31 show totals both with and without the new stations. The 1986 counts were taken by T.T.C. staff as part of the Central Area Monitoring Program, using somewhat different procedures from those normally used by the City and Metro counters. Efforts will be made to resolve any discrepancies in the procedures for future counts.

The comparison indicates that this cordon experienced small increases in vehicle and person trips from 1985 to 1987, 4.6% and 0.9% respectively for the 7:00 a.m. to 7:00 p.m. period two-way flows. The morning peak period inbound shows decreases in vehicle and person trips of 0.9% and 2.5%, while the afternoon peak period outbound vehicle and person trips increased 0.8% and 4.3%. The percentage of trucks at the Central Area Cordon increased in all time periods between 1985 and 1987.

The twelve-year comparison indicates that although there is an overall increase in both person and vehicle trips from 1975 to 1987, there has been no consistent pattern. The 1981 counts, in contrast to the other cordons, do not stand out as unusual for all time periods. The average annual growth rate for person trips ranges between 0.7% and 1.6% for inbound and outbound.

2.4 Extended Core Cordon

Vehicle and person trips crossing this cordon increased by 5.4% and 5.9% respectively from 1985 for the 7:00 a.m. to 7:00 p.m. period, with larger increases of 7.4% and 11.5% for the morning peak period. There were decreases of 4.3% and 5.7% for both vehicle and person trips in the 4:00 p.m. to 6:00 p.m. peak period.

Since this cordon was counted for the first time in 1985, no historical trend comparisons can be made prior to 1985.

2.5 Downtown Cordon (Counted in 1986)

This cordon experienced overall decreases in both vehicle and person trips from 1984 to 1986. The 7:00 a.m. to 7:00 p.m. period vehicle and person travel decreased by 1.0% and 3.9% respectively. In the morning peak period person trips decreased 7.3% while vehicle trips increased slighty by 0.8%. These changes are adjustments of the uncharacteristically large increases reported between 1982 and 1984 of 15% and 7.2% for vehicle and person trips respectively in the 7:00 a.m. to 9:00 a.m. peak period.

The proportion of person trips by transit decreased 2.2 percentage points for the morning peak period and increased by 0.1 percentage point for the afternoon peak period. The proportion of person trips by GO increased 1.1 percentage points in the morning peak period; 0.3 in the afternoon peak period and 0.2 for the all day period.

The percentage of trucks in the total traffic entering and exiting the Downtown Cordon in the morning and afternoon peak periods increased by 1.1 percentage points. For the all day period, the truck percentage increased from 11.8% to 13.2% for both directions combined.

The eleven-year (1975-1986) comparison shows that travel has increased over this cordon but not in a steadily consistent manner. The average annual growth rate for person trips is less than 1% for all three time periods.

2.6 Downtown Core Cordon (Counted in 1986)

Person trips crossing this cordon decreased for all time periods from 1984 to 1986. The vehicle trips experienced a slight increase of 1.1% in the 7:00 a.m, to 9:00 a.m. peak period, while in all other time periods there was a decrease in vehicle trips. These decreases in trips are adjustments resulting from the uncharacteristically large increases observed in 1984.

The eleven-year (1975-1986) comparison at the Downtown Core Cordon indicates a general gradual increase in trips but not a steady consistent increase. Person trips increased at average annual rates of between 0.3% and 1.6% inbound and outbound for the morning peak and all day periods.

3.0 DISTRIBUTION OF TRIPS BY TIME

Exhibits 20 and 21 depict graphically the variation in vehicle and person flows at the Metro Boundary and Central Area cordons by 15 minute periods, inbound between 7:00 a.m. and 10:00 a.m. and outbound between 3:00 p.m. and 6:00 p.m. To avoid confusion, only the data for 1975, 1979, 1983 and 1987 are shown.

The two graphs on Exhibit 20 illustrate the consistency of the 1987 temporal distributions with the observed values for previous years at the Metro Boundary. The most notable trend is that the historical dip in person trips between 7:30 a.m. and 7:45 a.m. is becoming more pronounced. This dip is mainly due to the irregular scheduling of GO trains crossing the cordon in the a.m. peak period.

The upper graph in Exhibit 21 shows that vehicle volumes inbound to the Central Area Cordon increased fairly uniformly across the a.m. peak period. P.M. peak 1987 outbound vehicle counts were lower than in 1979 between about 4:00 p.m. and 5:30 p.m., but showed increases over previous years on the "shoulders" of the peak. The 1987 person trip profiles at the Central Area Cordon are very similar to those for 1983.

4.0 AUTOMOBILE OCCUPANCY

Exhibit 22A is a tabular summary of average automobile occupancies by year for the 7:00 a.m. to 7:00 p.m. and peak periods at each cordon, while Exhibit 21A shows the data in graph form, including interpolated trend lines. To minimize confusion, only the Downtown Core, Central Area and Metro Boundary Cordons are shown. Occupancies at the Suburban Cordon are similar to those at the Metro Boundary.

In most cases, the data collected in 1986 and 1987 shows a continuation of the downward trend in the average automobile occupancies observed since 1975. Occupancies are lowest at the Metro Boundary Cordon and gradually increase closer to the Downtown.

During the afternoon peak period, the automobile occupancy is higher than average due to the influence of a higher proportion of trips for shopping and social/recreational purposes in this time period, as well as the increased opportunities for informal ridesharing for the work-to-home trips as observed in travel characteristics surveys. Occupancies during the morning peak period for inbound travel are lower than average due to the predominance of work trips.

5.0 MODAL SPLIT

Exhibits 29 to 34 contain data illustrating the distribution of person trips between the automobile, transit (bus and streetcar) and commuter rail (GO Transit) modes at the major cordons for the years 1975 to 1987.

The proportions of person trips crossing the Metro Boundary and Suburban Cordons on transit and commuter rail exhibit a modest increase for all three time periods between 1985 and 1987. The proportion of person trips crossing the Central Area Cordon by transit and commuter rail increased for the a.m. peak, p.m. peak and the all day periods. Similarly, for most time periods, the Downtown Cordon showed an increase in the number of transit and commuter rail trips relative to total person trips.

Daily transit use is consistently highest during the morning peak period and is only slightly lower during the afternoon peak period. The peak periods show higher percentages of transit trips than in the overall 7:00 a.m. to 7:00 p.m. period, primarily due to the predominance of work and school trips at these times as well as congestion on the road system.

6.0 SUBWAY

In Exhibit 37, passenger flows for the peak hour and directions (i.e. the highest one-hour counts in the a.m. inbound and p.m. outbound directions), and for the 7:00 a.m. to 7:00 p.m. period (both directions) are tabulated by year for selected rapid transit locations at screenline crossing points (identified by number on Exhibit 36). It should be noted that passenger counts associated with screenlines comprising the Downtown Core Cordon were obtained in 1986, rather than in 1987 as was the case with the remainder of the counting locations. Caution should be exercised in interpreting growth in peak hour volumes; GO Rail schedule changes from year to year, and subway schedule and loading irregularities in a given year may affect ridership volumes sufficiently to mask growth effects for the one-hour peak period. For example, the inclusion or exclusion of one or two subway trains in a particular peak hour could easily result in differences of more than 1,000 passengers in the computed peak hour volume.

6.1 Yonge Line

- North of York Mills station, a.m. peak hour southbound (inbound) ridership decreased 5.6% between 1985 and 1987. The p.m. peak hour northbound (outbound) increased by 10.1%.

- North of Rosedale station, ridership increased 18.0% in the a.m. peak hour, but decreased 10.4% in the p.m. peak hour. This decrease could be due to schedule or loading irregularities on the day of the count.

- South of College station, ridership increased 8.4% and 5.9% between 1984 and 1986 for the morning and afternoon peak hours.

6.2 University-Spadina Line

- South of Wilson station, ridership decreased between 1985 and 1987 by 1.7% in the a.m. peak hour, 17.2% in the p.m. peak hour and 6.5% in the 7:00 a.m. to 7:00 p.m. period.

- North of Dupont, ridership decreased 5.8% between 1985 and 1987 for the a.m. peak hour, but increased 11.2% and 4.4% for the p.m. peak hour and all day period respectively.

- South of Queen's Park station, an increase of 1.4% was recorded for 1984-1986 for the a.m. peak hour, however, the p.m. peak hour and 7:00 a.m. to 7:00 p.m. period ridership decreased 10.7% and 4.6% respectively.

6.3 Bloor-Danforth Line

- West of Jane station, ridership increased by 5.5% in the p.m. peak hour; very little change was observed for the all day period, and a decrease of 10.1% was reported for the a.m. peak hour between 1985 and 1987.

- West of Spadina station, ridership increased 3.3% in the a.m. peak hour, 24.1% in the p.m. peak hour, and 3.7% in the 7:00 a.m. to 7:00 p.m. period.

- West of Broadview station, there was a significant increase of 29.4% reported in the a.m. peak hour and 16.4% reported in the 7:00 a.m. to 7:00 p.m. period. However, the 1985 count appeared unusually low. In the p.m. peak hour, there was a 3.5% decrease in ridership reported.

- West of Victoria Park station, ridership increased in the morning, afternoon and all day periods by 1.2%, 19.1% and 11.6% respectively.

6.4 Scarborough Rapid Transit Line

- The Scarborough RT line north of Kennedy station was first counted in 1987 with volumes of 3,150 in the a.m. peak hour, 2,319 in the p.m. peak hour and 24,231 in the 7:00 a.m. to 7:00 p.m. period. No historical data exists for comparison, although counts taken north of Ellesmere station show a 49% increase between 1985 and 1987 for the all day period.

7.0 COMMUTER RAIL SERVICES

Exhibit 37 also shows GO commuter rail counts on each line at the Metro Boundary and at Union station. Commuter rail ridership generally increased on all routes. However, there are fluctuations in increases and decreases on individual routes.

Commuter rail trips on the Lakeshore West line show an increase of 16.9% trips at Union station and an increase of 15.5% at Etobicoke Creek in the a.m. peak hour. The p.m. peak hour shows a substantial increase of 22.4% at Union station and 23.0% at Etobicoke Creek. All day ridership increased by 11.4% at both locations. The larger increases in the peak hours are due to the rescheduling of trains including the addition of two trains in the a.m. peak period and one train in the p.m. peak period. Seven Lakeshore West trains arrive at Union Station in the a.m. peak hour and five depart in the p.m. peak hour.

The Lakeshore East Line a.m. peak hour experienced increases of 10.3% at Union Station and 9.0% at the Rouge River. For the p.m. peak hour there were decreases in ridership of 3.4% and 7.5% at the same locations. All day ridership increased by 3.0% at Union and decreased by 2.9% at the Rouge River.

The Georgetown line in the a.m. peak hour reported increases in ridership of 13.3% at Union Station and 11.4% at Indian Line in the a.m. peak hour, 4.4% and 3.6% at the same locations in the p.m. peak hour, and 10.4% and 7.1% for all day.

The Richmond Hill line experienced increases of 22.4% and 31.4% in ridership at Union Station and at Steeles Avenue in the a.m. peak hour. Similar increases were observed in the p.m. peak hour and the all day period.

The Milton line experienced a.m. peak hour increases of 11.4% at Union Station and 7.5% at Etobicoke Creek. In the p.m. peak hour, ridership increased 14.3% and 10.3% for the same locations. Corresponding increases of 12.8% and 8.9% were reported for the all day period two-way flow.

The Stouffville and Bradford lines reported the highest percentage increases although they carry the lowest ridership, providing only one train per day each way. Two-way ridership increased by 30.0% on the Bradford line and 22.8% on the Stouffville line at Union.

Commuter rail ridership levels for 1975 are not shown in Exhibit 37 due to inconsistencies in the counting procedures; these were subsequently rectified for the 1977 Cordon Count. However, 1975 GO counts are included in the screenline summaries for completeness, recognizing that there are some inaccuracies.

8.0 EXPRESSWAY FLOWS

Exhibit 38 presents a summary of vehicular peak hour and all day volumes on expressways at selected screenline crossing points. The counting locations for which summaries are presented are shown on Exhibit 36. Overall, the expressway volumes demonstrate a mixture of increases and decreases in vehicle volumes between 1985 and 1987. Extensive construction work with intermittent closures of both the Gardiner Expressway and the Don Valley Parkway after 7:00 p.m. took place during the count. Although these facilities were not counted during the day if there was to be a closure at night, it can be assumed that the traffic restrictions due to construction when the expressways were open and the unattractiveness of the routes during construction, generally would account for non-representative volumes during the count. Similarly, the volumes recorded on arterials, which would be used as an alternate route during construction, could also be non-representative. For example, one lane of the southbound Don Valley Parkway, south of the Don Mills Road interchange, was closed for part of the count; although counts in the immediate area were taken before the closure, later counts on other facilities may have been affected. These factors should, therefore, be taken into account when using this data.

8.1 Highway 401

Vehicle counts in 1985-87 generally increased, although a mixture of increases and decreases occurred at specific locations. The most significant increases were 60.3% in the a.m. peak period, 41.9% in the p.m. peak period and 46.8% in the all day period, recorded at the West Metro boundary. These large increases are due to the completion of construction work to increase road capacity between Highway 403 and Highway 427; disruption to traffic during construction had caused a low count in 1985. Elsewhere, decreases were recorded for the a.m. peak period; 5.5% at the Humber River, 4.4% at the CN Newmarket Subdivision, and 13.5% at the CN Bala Subdivision. Extensive construction in the vicinity of Dixon Road and between Bayview Avenue and Highway 404 reduced capacity and contributed to these decreases. At the East Metro Boundary, the westbound vehicle counts increased 4.1% in the a.m. peak hour and the eastbound vehicle counts decreased 5.0% in the p.m. peak hour.

8.2 Highways 400 and 409

Vehicle trips increased for all time periods. The largest increases occurred in the p.m. peak period: 45.7% northbound on Highway 400 at the North Metro Boundary, and 23.5% eastbound on Highway 409 at the West Metro boundary. On Highway 409, maximum peak hour volumes occur outbound in the a.m. and inbound in the p.m. in contrast to most other locations.

8.3 Highway 427

Increases of 9.1% and 12.2% were reported on Highway 427 south of Highway 401 for the a.m. peak period and the 7:00 a.m. to 7:00 p.m. period respectively. However, the p.m. peak hour volume decreased 6.1%. The peak direction was southbound for both peak periods.

8.4 Allen Road

Traffic on Allen Road south of Highway 401 between 1985 and 1987 increased by 10.0%, 7.6% and 13.5% for the a.m. peak period, p.m. peak period and all day period respectively. These increases offset the decreases recorded between 1983 and 1985.

8.5 Highway 404/Don Valley Parkway

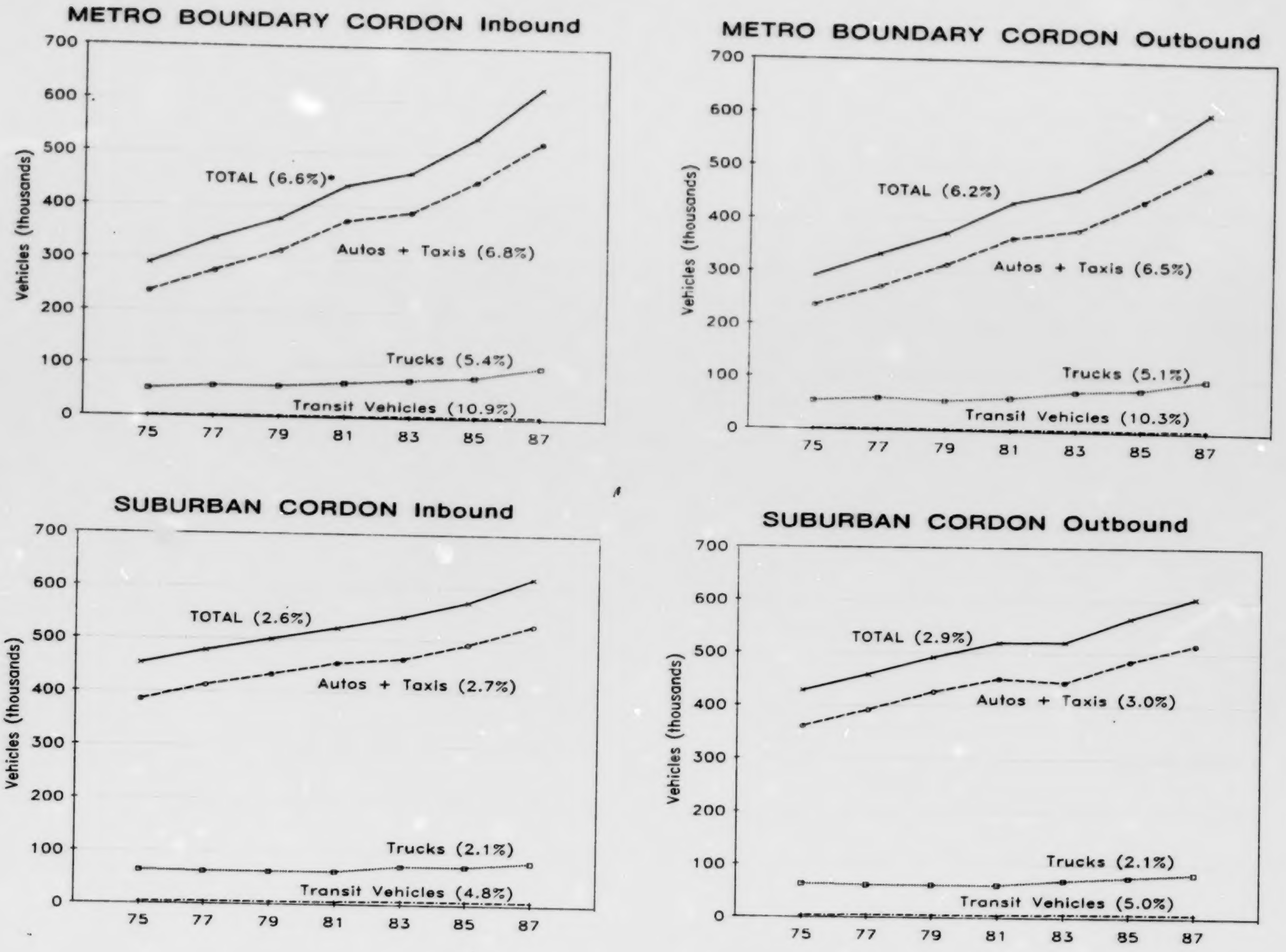
Traffic volumes increased 29.3% between 1985 and 1987 on Highway 404 at the North Metro boundary for the 12 hour period. For the a.m. peak period, traffic decreased 8.5%, while no changes were recorded for the p.m. peak period. As with Highway 409, the peak directions were reverse to normal.

In both cases, large employment concentrations are located just outside the Metro boundary. South of Highway 401 and at Taylor Creek on the Don Valley Parkway, peak hour volumes showed a mixture of increases and decreases, while daily two-way flows increased by 2.8% and 11.1% at the two locations. This roadway has operated at close to capacity in the peak hours for a number of years. Growth in demand has been accommodated by "spreading" of the peak and by diversion of traffic to other roads.

8.6 Queen Elizabeth Way/Gardiner Expressway

Vehicle counts on the Q.E.W. at the West Metro Boundary decreased by 19.4% inbound in the morning peak hour, 9.2% outbound in the afternoon peak hour and 7.2% for all day, both ways. Smaller decreases were reported on the Gardiner Expressway at Bathurst. These decreases are related to the completion of the widening of Highway 401 between Highway 403 and Highway 427, enabling vehicles to shift from the congested Q.E.W. to Highway 403 and Highway 401.

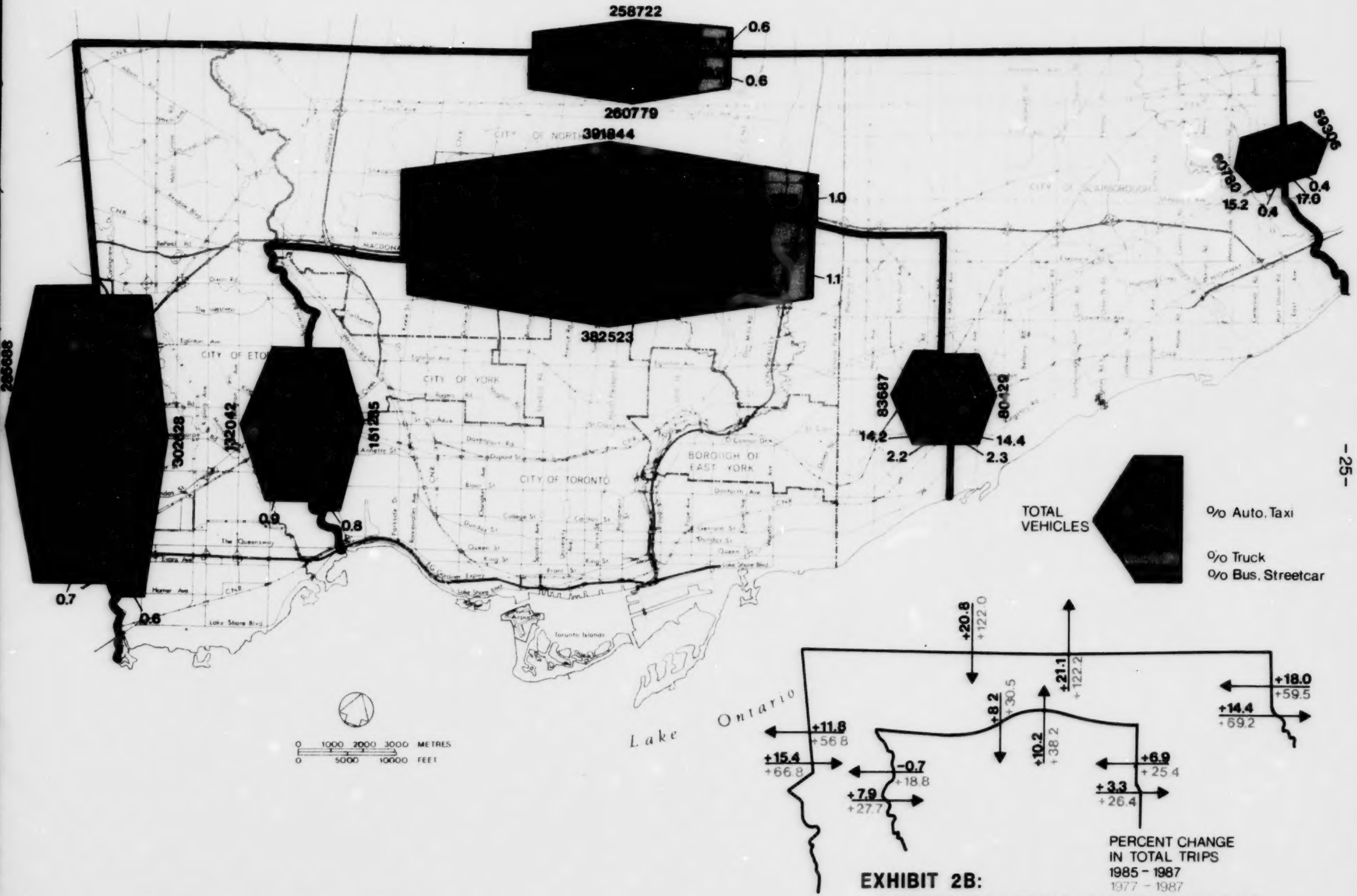
At Cherry Street, west of the Don Valley Parkway, a.m. peak hour counts increased by 42.0%; closure of the westbound Gardiner east of the Don Valley Parkway in 1985 had resulted in a very low count. P.M. peak hour counts showed a decrease of 20.6% and all day two-way flows increased by 16.4%. This section of the Gardiner Expressway was reduced to 2 lanes each way in both 1985 and 1987 due to ongoing construction and rehabilitation work.



* (X.X%): Average Annual Growth Rate

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 2A:
VEHICLES CROSSING OUTER CORDONS
7:00 A.M.-7:00 P.M. 1975-1987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1.1
382523
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60780
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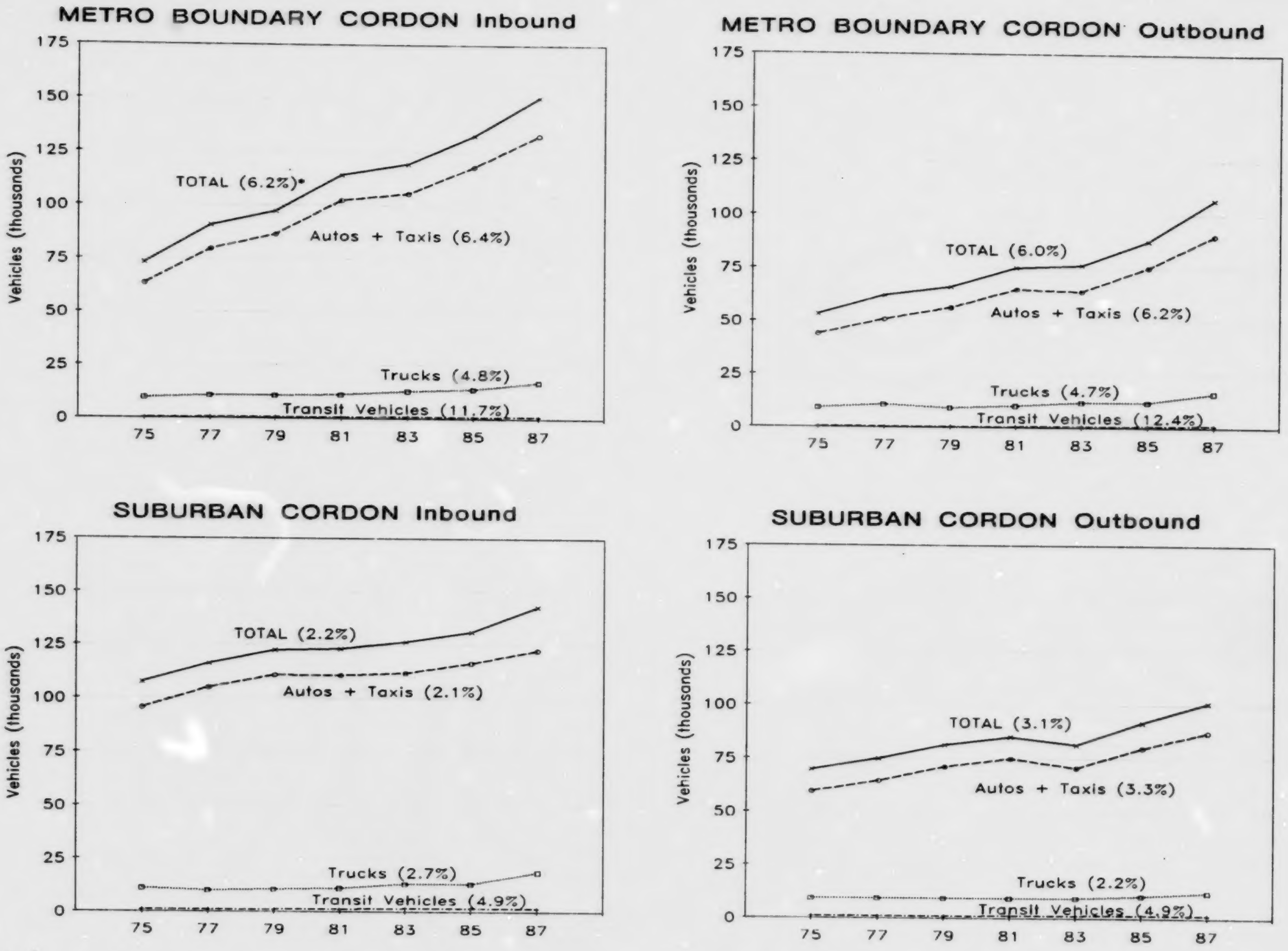
0.4
17.0
285688
302628
0.7
0.6
132042
151285
0.9
0.8
83687
80429
14.2
2.2
14.4
2.3
CITY OF NORTH
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
Toronto Islands
Lake Ontario
0 1000 2000 3000 METRES
0 5000 10000 FEET
TOTAL VEHICLES
% Auto, Taxi
% Truck
% Bus, Streetcar
+20.8
+122.0
+21.1
+122.2
+8.2
+30.5
+10.2
+38.2
+18.0
+59.5
+14.4
+69.2
+11.8
+56.8
+15.4
+66.8
-0.7
+18.8
+7.9
+27.7
+6.9
+25.4
+3.3
+26.4
PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987

EXHIBIT 2B:
VEHICLES CROSSING OUTER CORDONS
7:00 A.M.-7:00 P.M. 1987

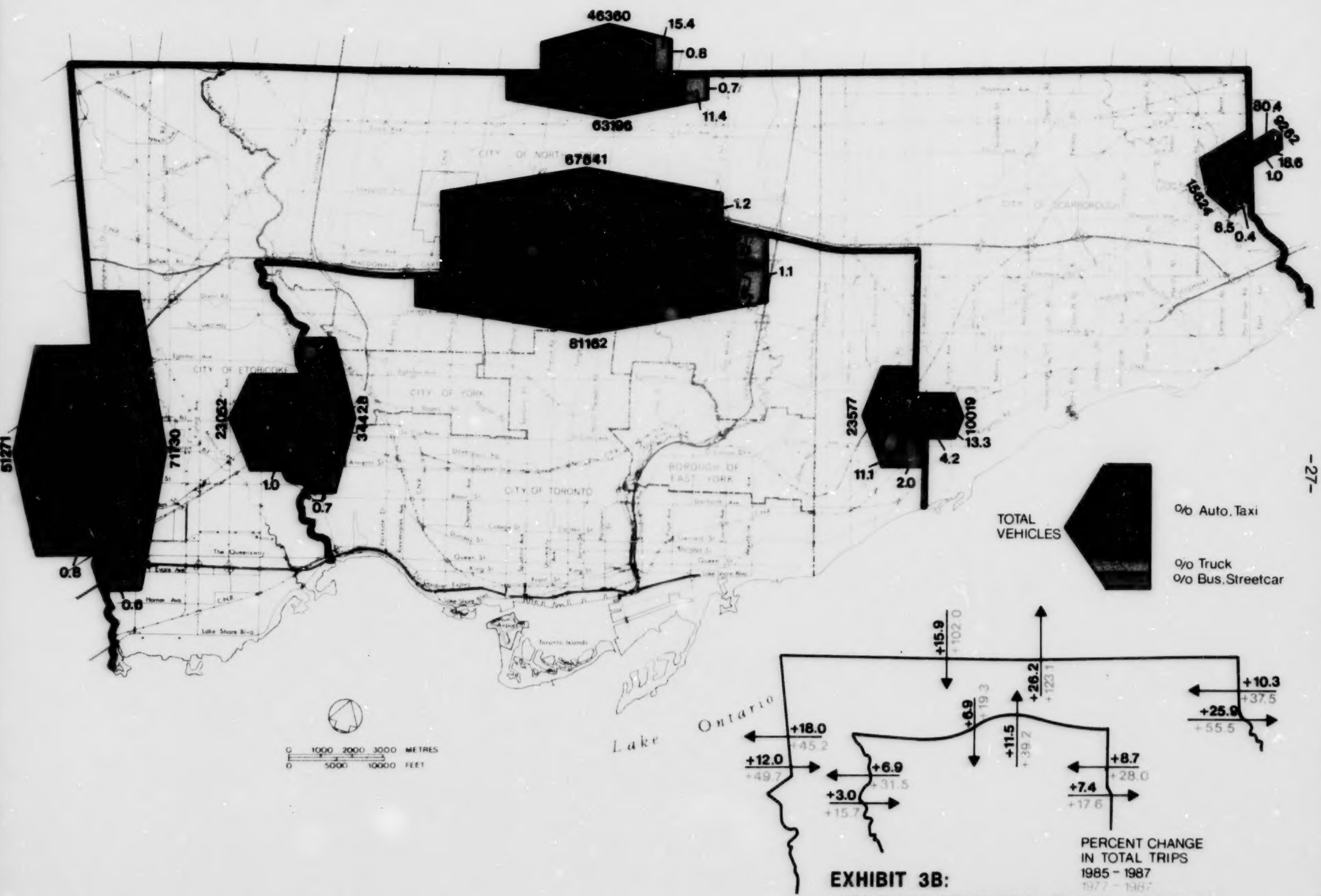
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987



* (X.X%): Average Annual Growth Rate

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 3A:
VEHICLES CROSSING OUTER CORDONS
7:00 A.M.-9:00 A.M. 1975-1987
]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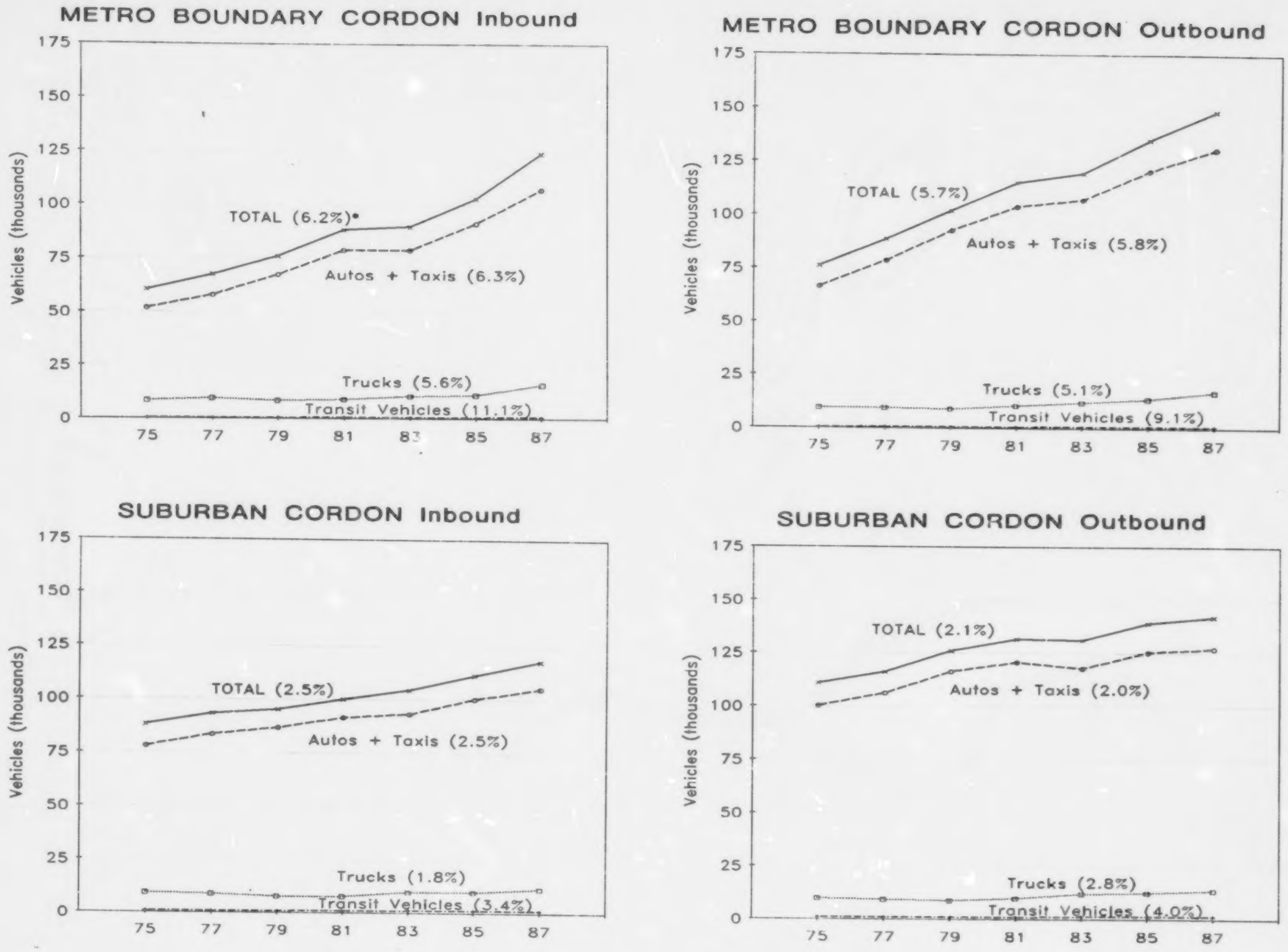
63196
0.7
11.4
67841
1.2
1.1
81162
CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
80.4
9262
18.6
1.0
15624
8.5
0.4
51271
71130
0.8
0.8
23052
34428
1.0
0.7
23577
10019
13.3
4.2
11.1
2.0
TOTAL VEHICLES
% Auto, Taxi
% Truck
% Bus, Streetcar
Toronto Islands
Lake Ontario
0 1000 2000 3000 METRES
0 5000 10000 FEET
+15.9
+102.0
+26.2
+123.1
+6.9
+19.3
+11.5
+39.2
+10.3
+37.5
+25.9
+55.5
+18.0
+45.2
+12.0
+49.7
+6.9
+31.5
+3.0
+15.7
+8.7
+28.0
+7.4
+17.6
PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

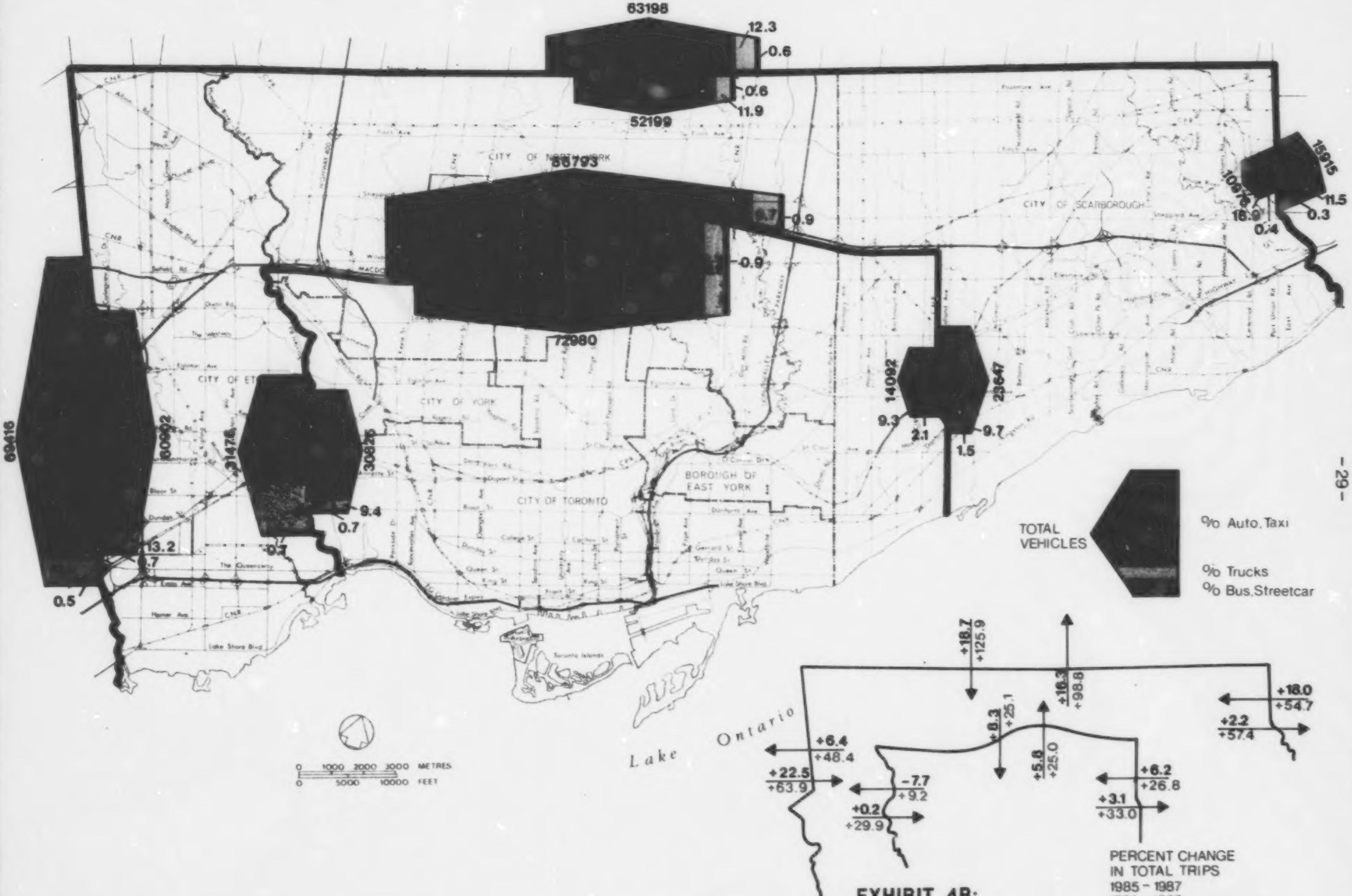
EXHIBIT 3B:
VEHICLES CROSSING OUTER CORDONS
7:00 A.M.-9:00 A.M. 1987



* (X.X%): Average Annual Growth Rate

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 4A:
VEHICLES CROSSING OUTER CORDONS
4:00 P.M.-6:00 P.M. 1975-1987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0.6
11.9
52199
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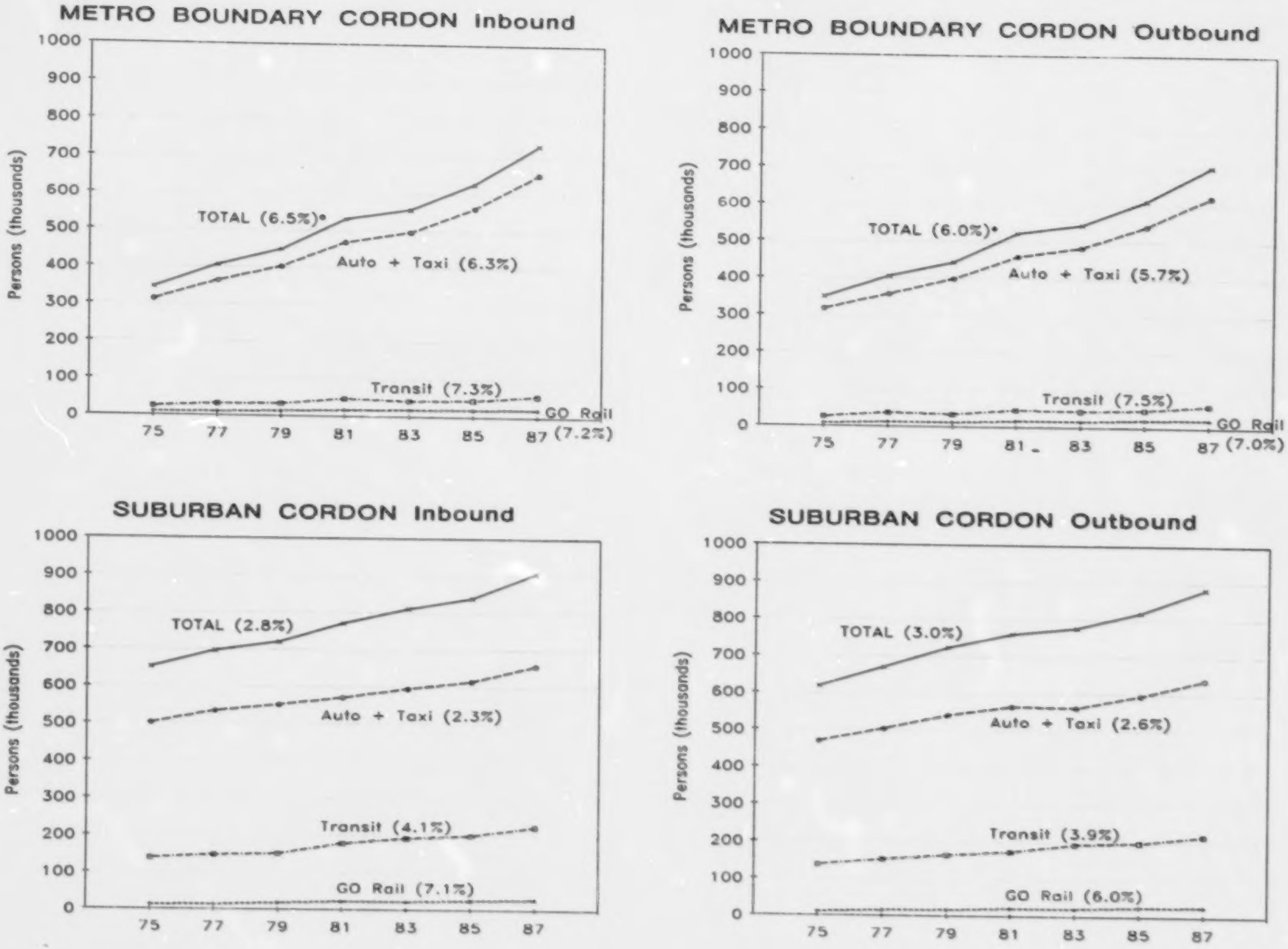
0.9
72980
CITY OF NORTH YORK
CITY OF SCARBOROUGH
15915
10876
11.5
16.9
0.3
0.4
14092
23647
9.3
2.1
9.7
1.5
69416
60902
13.2
0.7
0.5
31476
30826
9.4
0.7
0.7
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
Toronto Islands
Lake Ontario
TOTAL VEHICLES
% Auto, Taxi
% Trucks
% Bus, Streetcar
0 1000 2000 3000 METRES
0 5000 10000 FEET
+18.7
+125.9
+16.3
+98.8
+18.0
+54.7
+2.2
+57.4
+8.3
+25.1
+5.8
+25.0
+6.4
+48.4
+22.5
+63.9
-7.7
+9.2
+0.2
+29.9
+6.2
+26.8
+3.1
+33.0
PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987

EXHIBIT 4B:
VEHICLES CROSSING OUTER CORDONS
4:00 P.M.-6:00 P.M. 1987

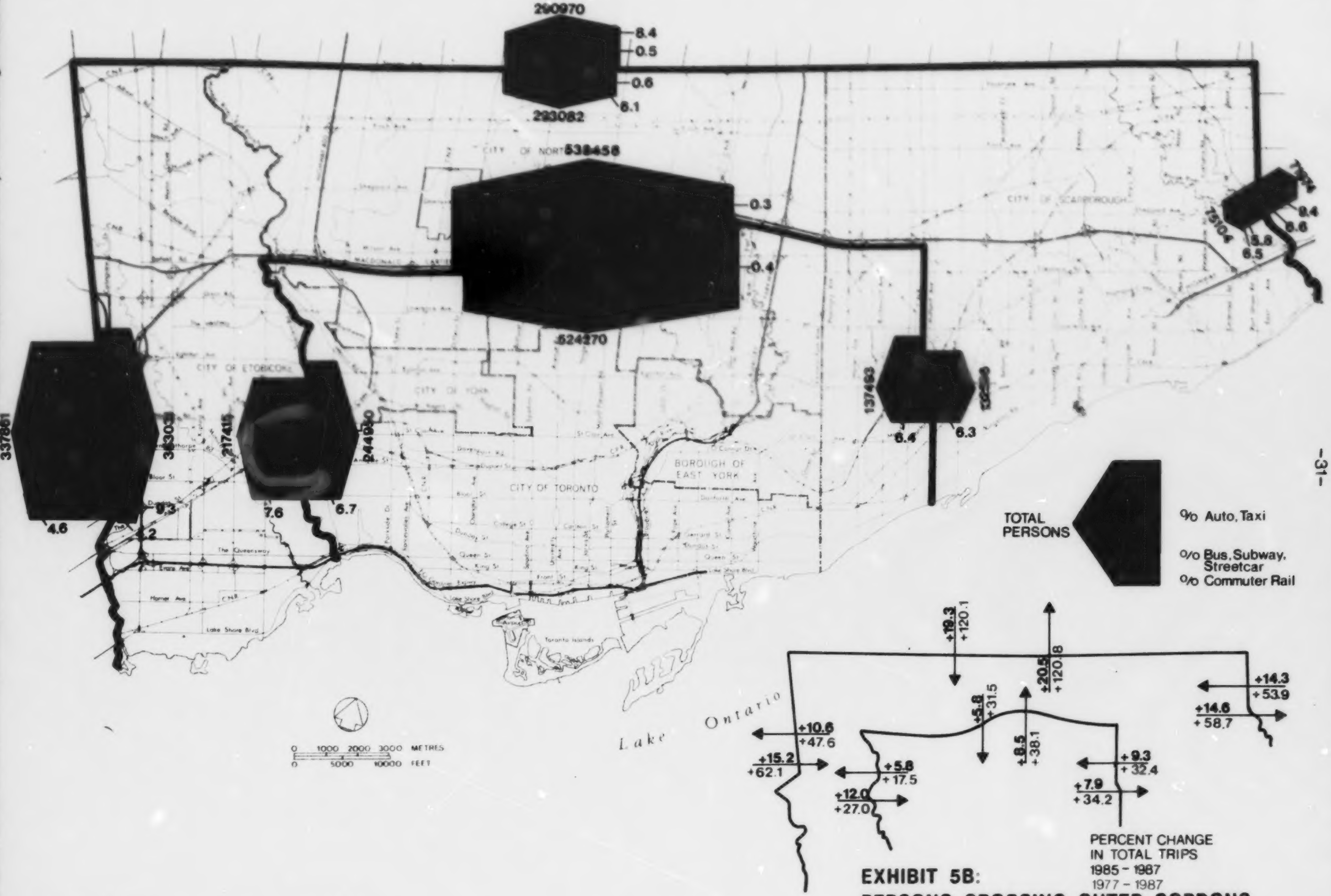
NOTE: Subway and Commuter Rail Car not included
METRO CORDON COUNT PROGRAM 1987



* (X.X%): Average Annual Growth Rate

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 5A:
PERSONS CROSSING OUTER CORDONS
7:00 A.M.-7:00 P.M. 1975-1987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6.3
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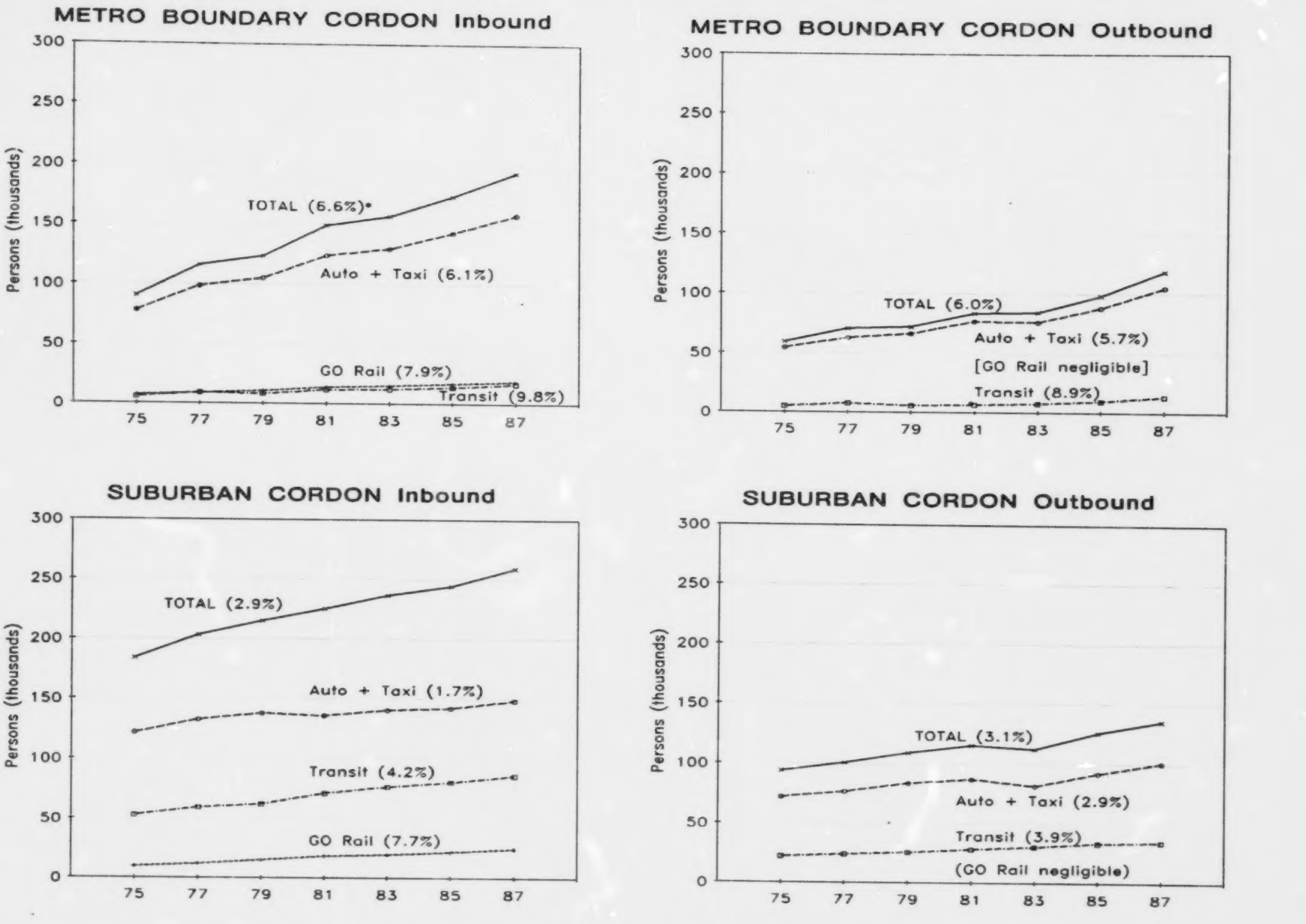
9.4
5.6
5.8
6.5
337861
363033
4.6
9.3
4.2
217415
244930
7.6
6.7
CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
Toronto Islands
Lake Ontario
0 1000 2000 3000 METRES
0 5000 10000 FEET
TOTAL PERSONS
% Auto, Taxi
% Bus, Subway, Streetcar
% Commuter Rail
+19.3
+120.1
+20.5
+120.8
+5.8
+31.5
+8.5
+38.1
+14.3
+53.9
+14.6
+58.7
+10.6
+47.6
+15.2
+62.1
+5.8
+17.5
+12.0
+27.0
+9.3
+32.4
+7.9
+34.2
PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987

EXHIBIT 5B:
PERSONS CROSSING OUTER CORDONS
7:00 A.M.-7:00 P.M. 1987

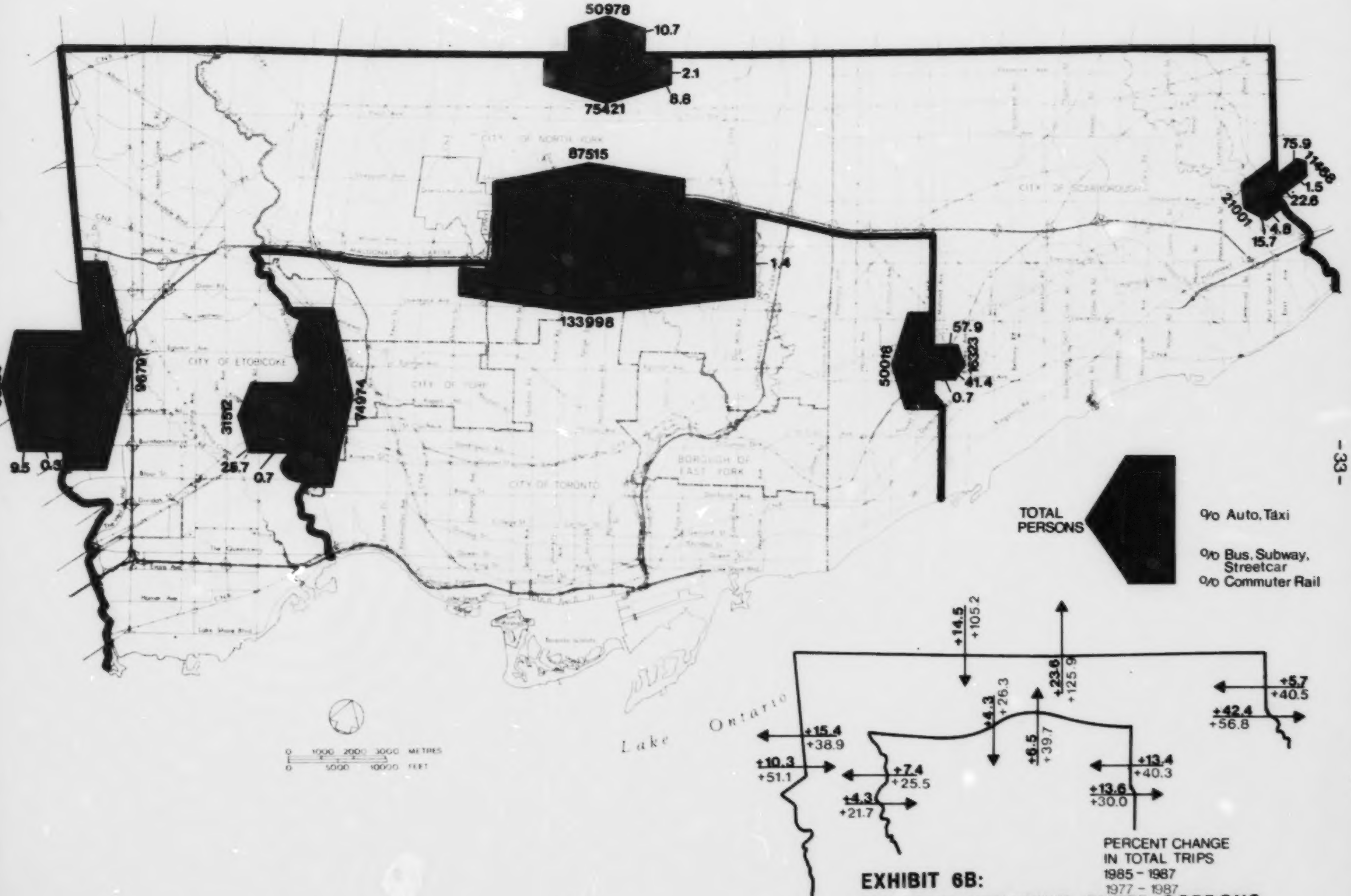
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987



* (X.X%): Average Annual Growth Rate

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 6A:
PERSONS CROSSING OUTER CORDONS
7:00 A.M.-9:00 A.M. 1975-1987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8.8
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56288
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0.3
9679
31512
74974
25.7
0.7
50018
57.9
16323
41.4
0.7
21001
75.9
11468
1.5
22.6
4.8
15.7
CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
Lake Ontario
0 1000 2000 3000 METRES
0 5000 10000 FEET
TOTAL PERSONS
% Auto, Taxi
% Bus, Subway, Streetcar
% Commuter Rail
+14.5
+105.2
+23.6
+125.9
+4.3
+26.3
+6.5
+39.7
+5.7
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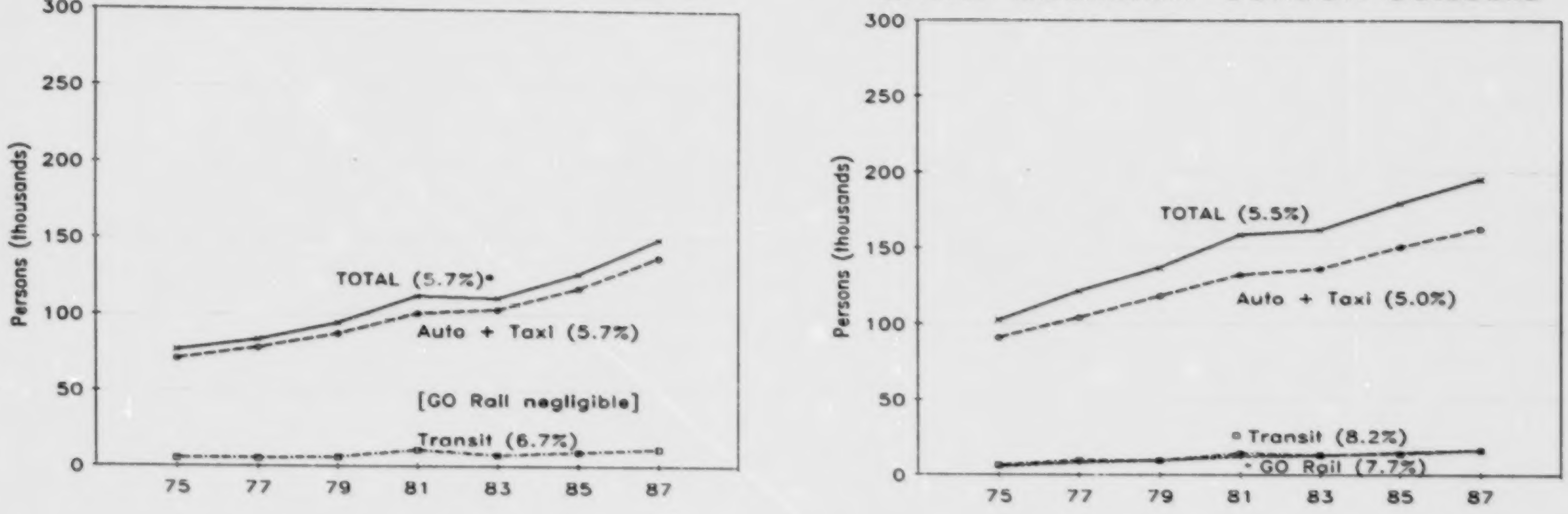
+51.1
+7.4
+25.5
+4.3
+21.7
+13.4
+40.3
+13.6
+30.0
PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987

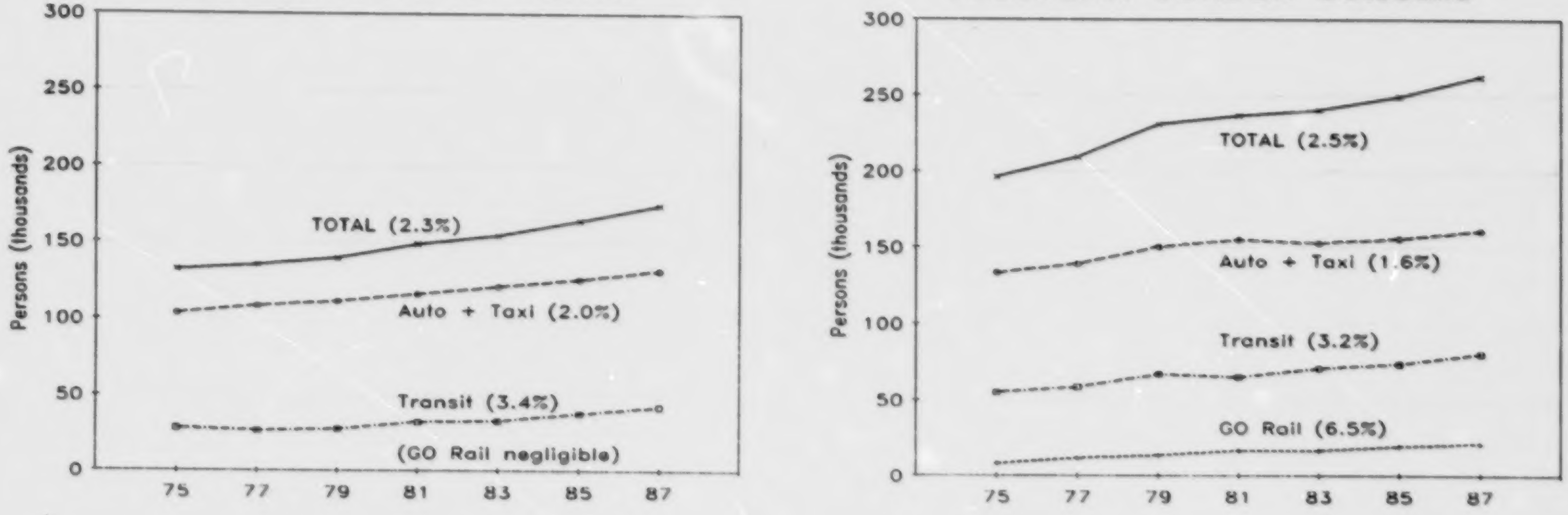
EXHIBIT 6B:
PERSONS CROSSING OUTER CORDONS
7:00 A.M.-9:00 A.M. 1987

METRO CORDON COUNT PROGRAM 1987

METRO BOUNDARY CORDON Inbound   METRO BOUNDARY CORDON Outbound



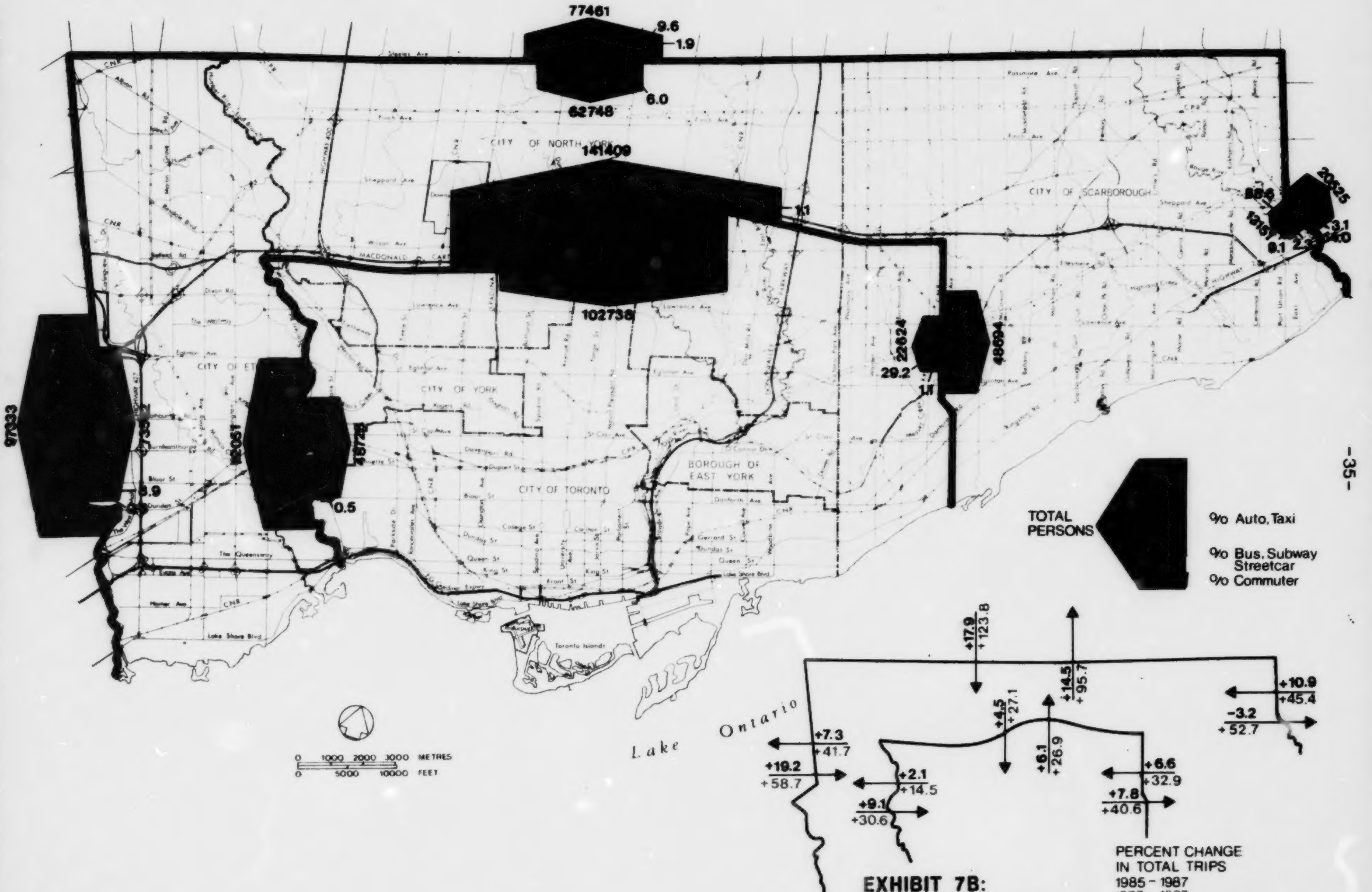
SUBURBAN CORDON Inbound   SUBURBAN CORDON Outbound



* (X.X%): Average Annual Growth Rate

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 7A:
PERSONS CROSSING OUTER CORDONS
4:00 P.M.-6:00 P.M. 1975-1987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6.0
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141409
1.1
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20525
88.6
13151
9.1
2.3
3.1
4.0
22624
29.2
1.1
48694
97333
3.9
120517
0.5
48725
CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF YORK
CITY OF ETOBICOKE
CITY OF TORONTO
BOROUGH OF EAST YORK
Toronto Islands
Lake Ontario
TOTAL PERSONS
% Auto, Taxi
% Bus, Subway Streetcar
% Commuter
0 1000 2000 3000 METRES
0 5000 10000 FEET
+17.9
+123.8
+14.5
+95.7
+10.9
+45.4
-3.2
+52.7
+4.5
+27.1
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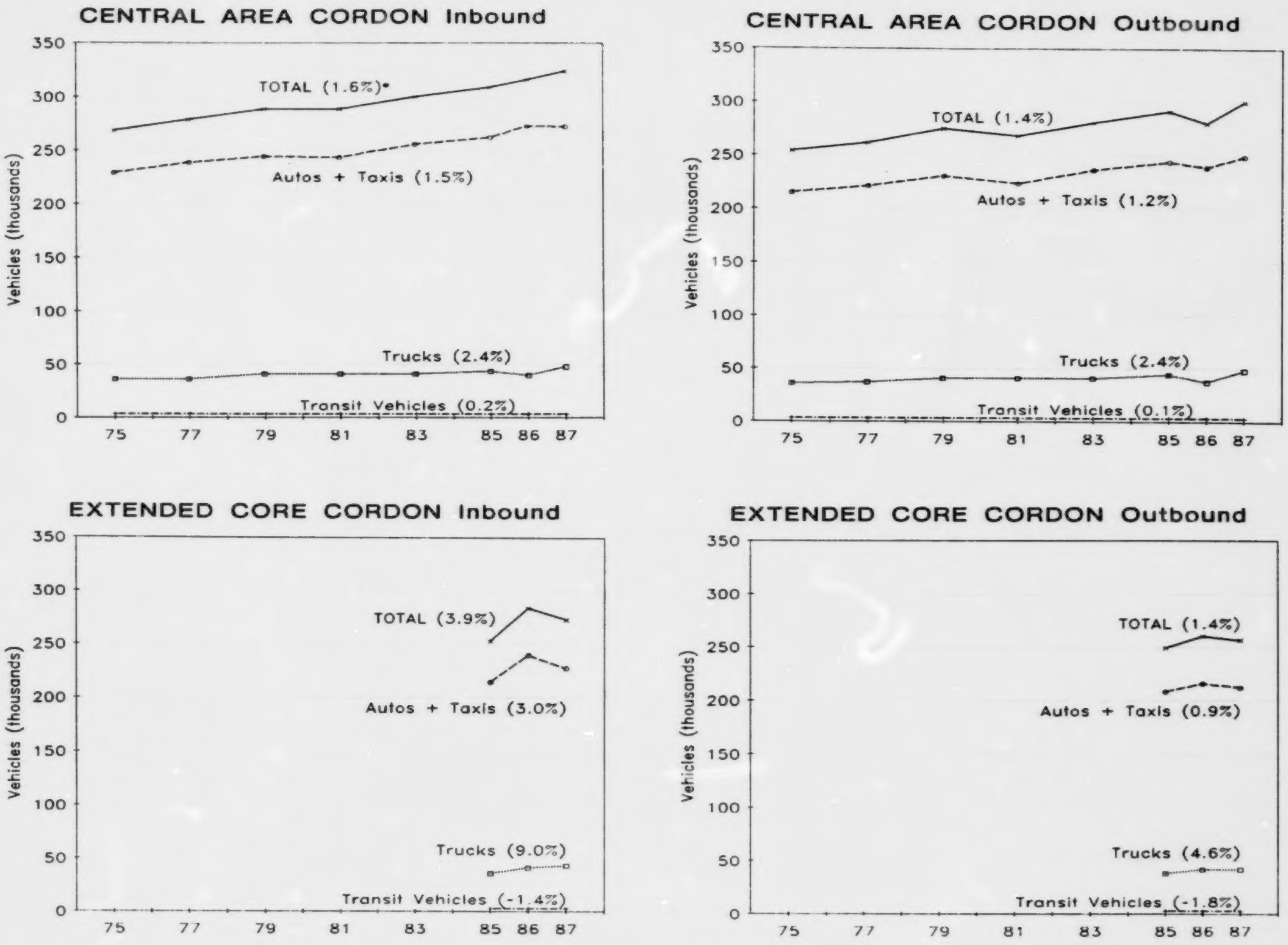
+41.7
+19.2
+58.7
+2.1
+14.5
+9.1
+30.6
+6.6
+32.9
+7.8
+40.6
PERCENT CHANGE IN TOTAL TRIPS
1985 - 1987
1977 - 1987

EXHIBIT 7B:
PERSONS CROSSING OUTER CORDONS
4:00 P.M.-6:00 P.M. 1987

NOTE: Driver of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

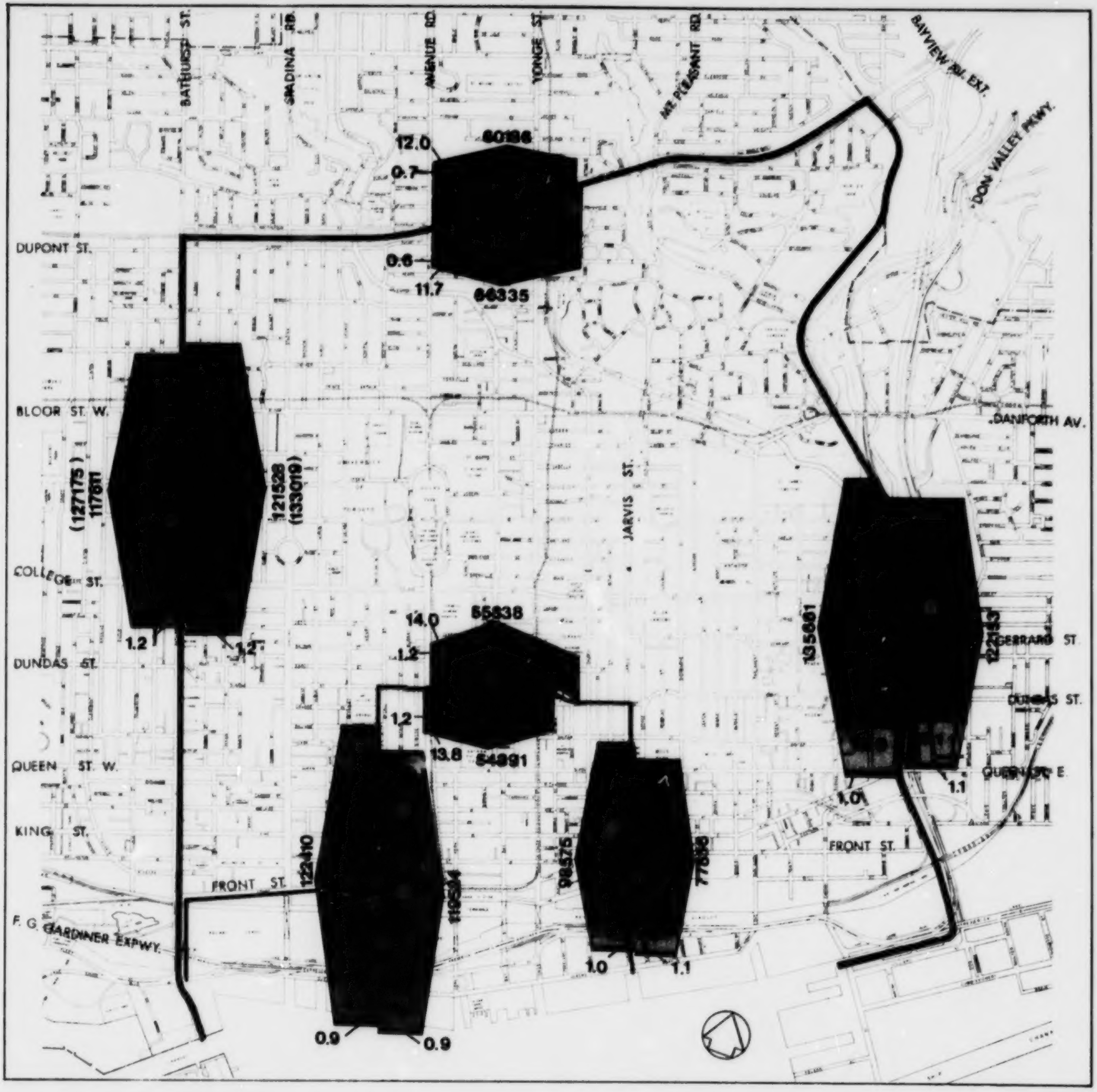


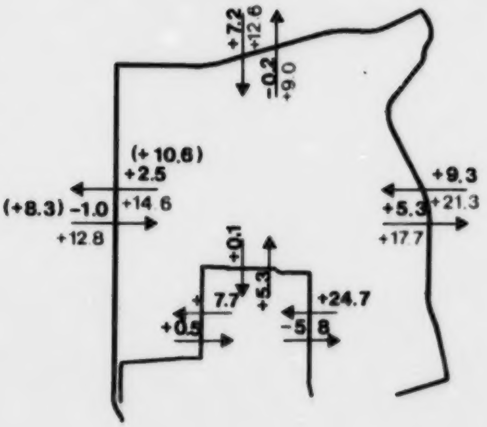
* (X.X%): Average Annual Growth Rate

NOTE: Subway and Commuter Rail Cars not included

METRO CORDON COUNT PROGRAM 198

EXHIBIT 8A:
VEHICLES CROSSING INTERMEDIATE CORDONS
7:00 A.M.-7:00 P.M. 1975-1987


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
COLLEGE ST.
DUNDAS ST.
QUEEN ST. W.
KING ST.
FRONT ST.
F. G. GARDINER EXPWY.
JARVIS ST.
GERRARD ST.
DUNDAS ST.
QUEEN ST. E.
FRONT ST.
12.0
60186
0.7
0.6
11.7
66335
(127175)
117611
121528
(133019)
1.2
1.2
14.0
55538
1.2
1.2
13.8
54391
122410
119534
0.9
0.9
98575
77856
1.0
1.1
135861
122153
1.0
1.1


+7.2
+12.6
-0.2
+9.0
(+10.6)
+2.5
+14.6
(+8.3) -1.0
+12.8
+9.3
+21.3
+5.3
+17.7
+0.1
+5.3
+7.7
+0.5
+24.7
-5.8

PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987

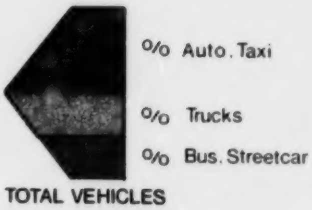
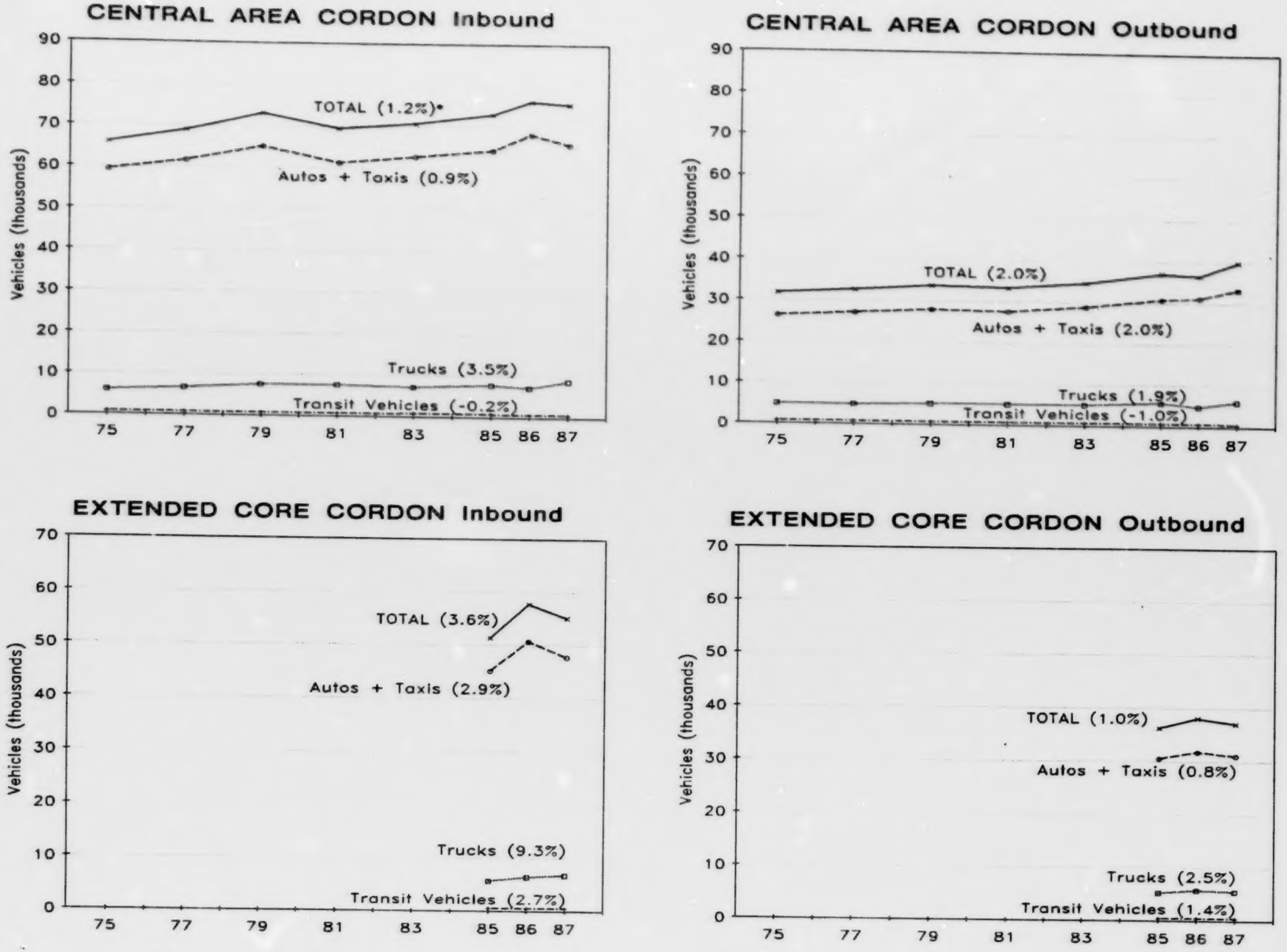

o/o Auto. Taxi
o/o Trucks
o/o Bus. Streetcar
TOTAL VEHICLES

EXHIBIT 8B:
VEHICLES CROSSING INTERMEDIATE CORDONS
7:00 A.M.-7:00 P.M. 1987

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987



CENTRAL AREA CORDON Inbound

CENTRAL AREA CORDON Outbound

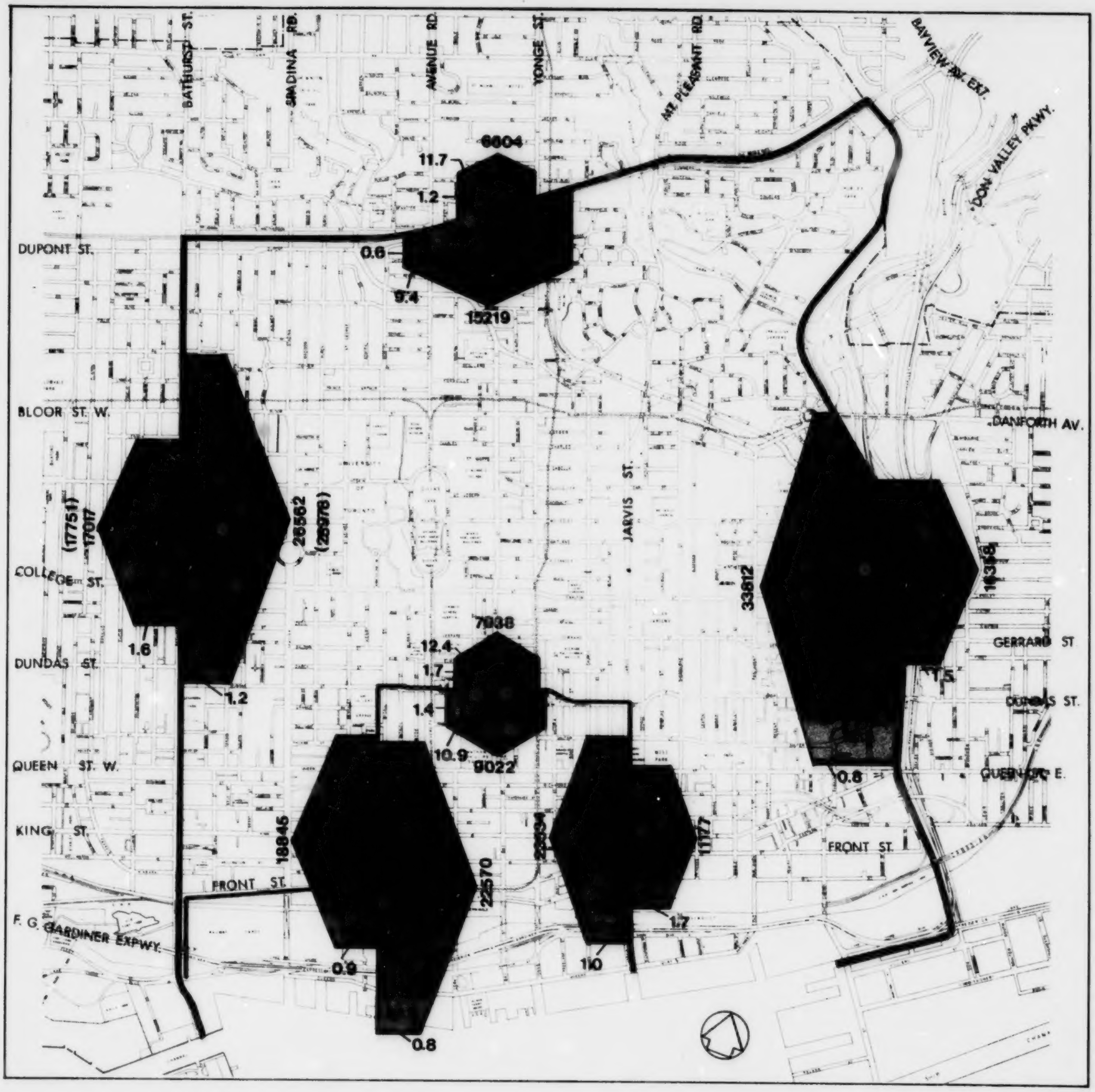
EXTENDED CORE CORDON Inbound

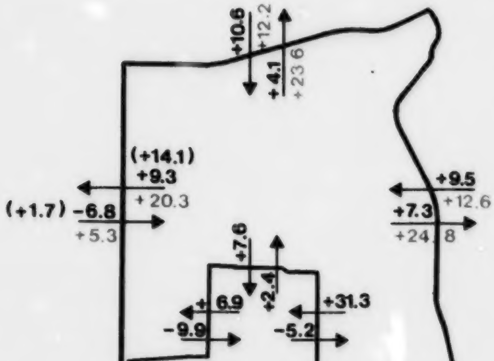
EXTENDED CORE CORDON Outbound

EXHIBIT 9A:
VEHICLES CROSSING INTERMEDIATE CORDONS
7:00 A.M.-9:00 A.M. 1975-1987

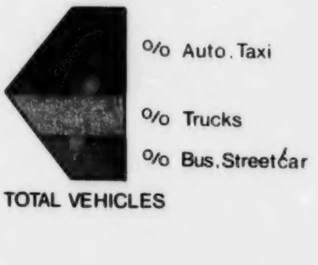
* (X.X%): Average Annual Growth Rate

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
COLLEGE ST.
DUNDAS ST.
QUEEN ST. W.
KING ST.
FRONT ST.
F. G. GARDINER EXPWY.
JARVIS ST.
GERRARD ST
DUNDAS ST.
QUEEN ST. E.
FRONT ST.
6604
11.7
1.2
0.6
9.4
15219
(17751)
17017
26562
(25978)
1.6
1.2
7938
12.4
1.7
1.4
10.9
9022
18845
22570
0.9
0.8
22834
11177
1.7
1.10
33812
16358
1.5
0.8

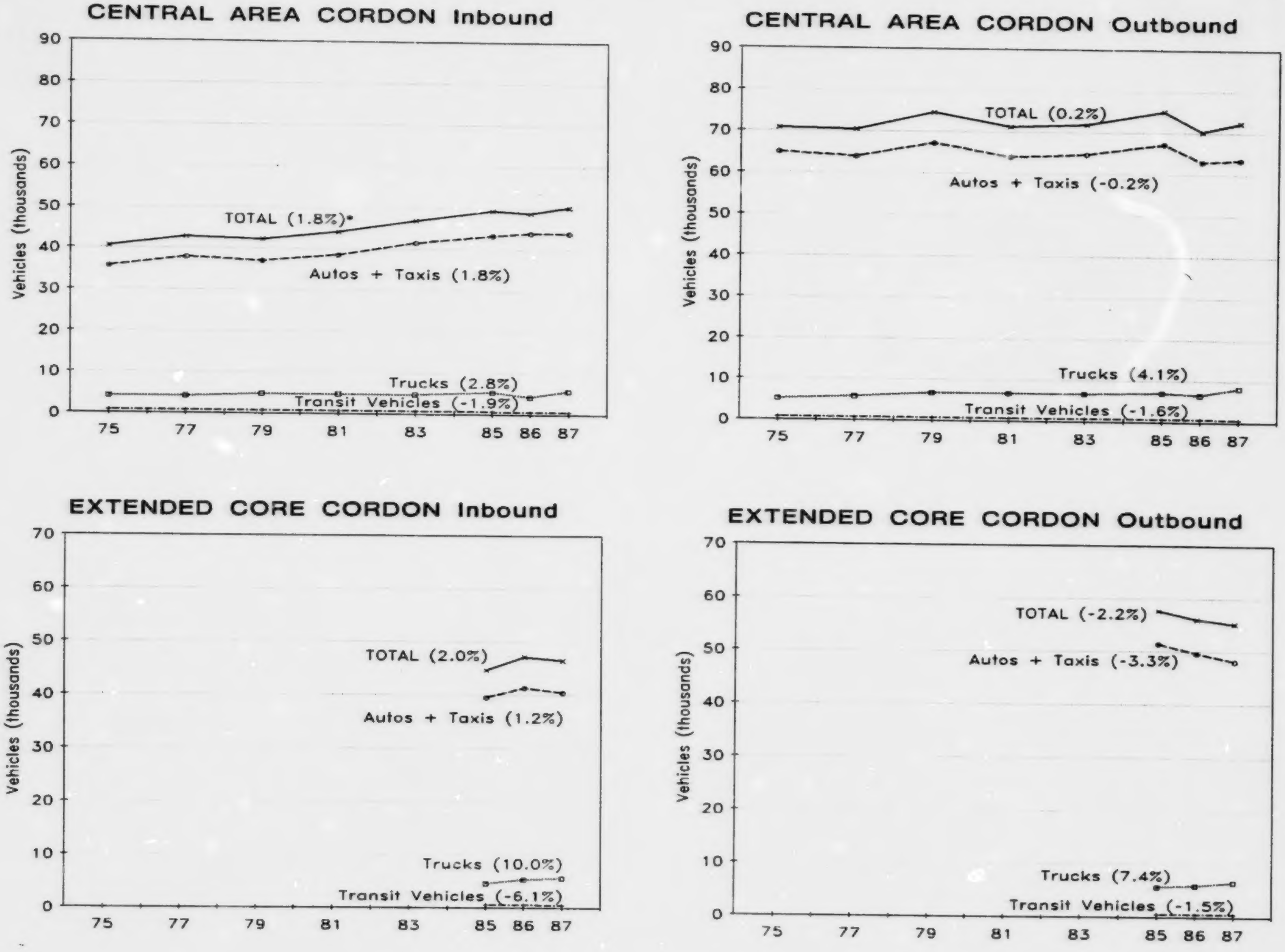

+10.6
+12.2
+4.1
+23.6
(+14.1)
+9.3
+20.3
(+1.7) -6.8
+5.3
+9.5
+12.6
+7.3
+24.8
+7.6
+2.4
+6.9
-9.9
+31.3
-5.2

PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987


o/o Auto. Taxi
o/o Trucks
o/o Bus. Streetcar
TOTAL VEHICLES

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

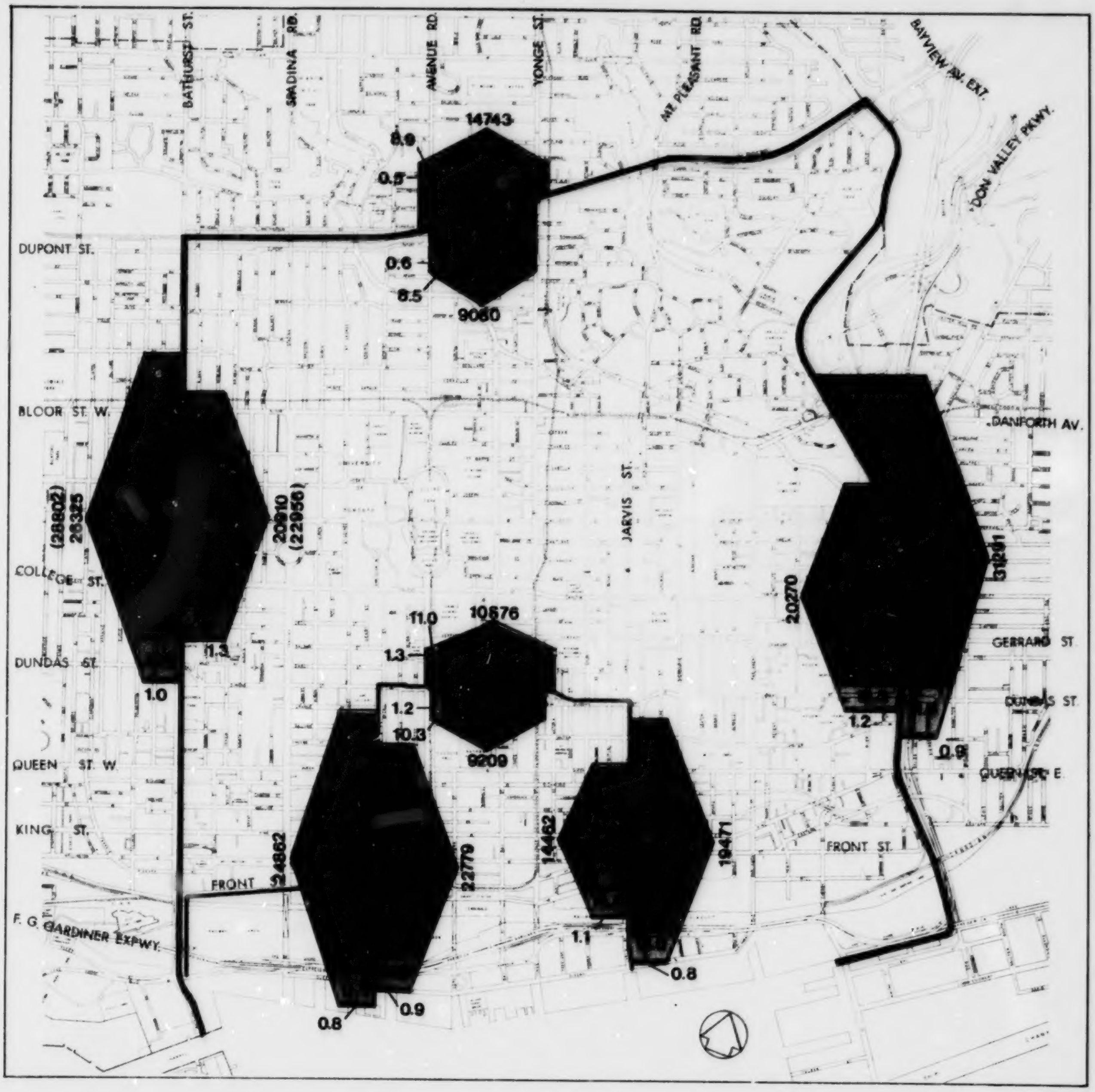
EXHIBIT 9B:
VEHICLES CROSSING INTERMEDIATE CORDONS
7:00 A.M.-9:00 A.M. 1987

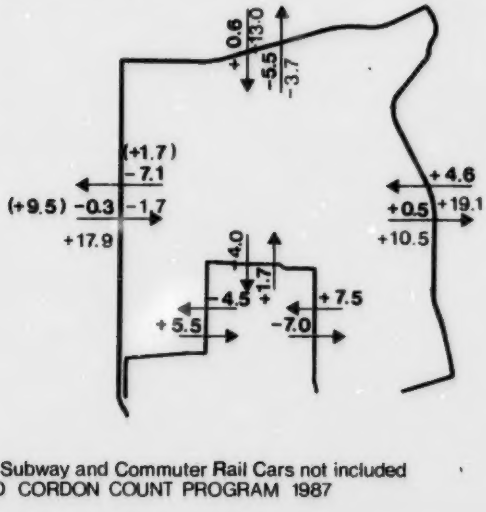


* (X.X%): Average Annual Growth Rate

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 10A:
VEHICLES CROSSING INTERMEDIATE CORDONS
4:00 P.M.-6:00 P.M. 1975-1987


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
JARVIS ST.
COLLEGE ST.
GERRARD ST.
DUNDAS ST.
DUNDAS ST.
QUEEN ST. W.
QUEEN ST. E.
KING ST.
FRONT ST.
FRONT ST.
F. G. GARDINER EXPWY.
14743
8.9
0.5
0.6
8.5
9060
(28802)
26325
20910
(22956)
1.3
1.0
11.0
10676
1.3
1.2
10.3
9209
24862
22779
0.8
0.9
14462
19471
1.1
0.8
20270
31291
1.2
0.9


+0.6
13.0
-5.5
-3.7
(+1.7)
-7.1
(+9.5)
-0.3
-1.7
+17.9
+4.6
+0.5
+19.1
+10.5
-4.0
+1.7
-4.5
+5.5
+7.5
-7.0

PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987

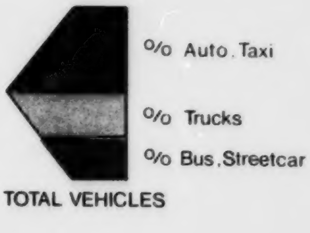
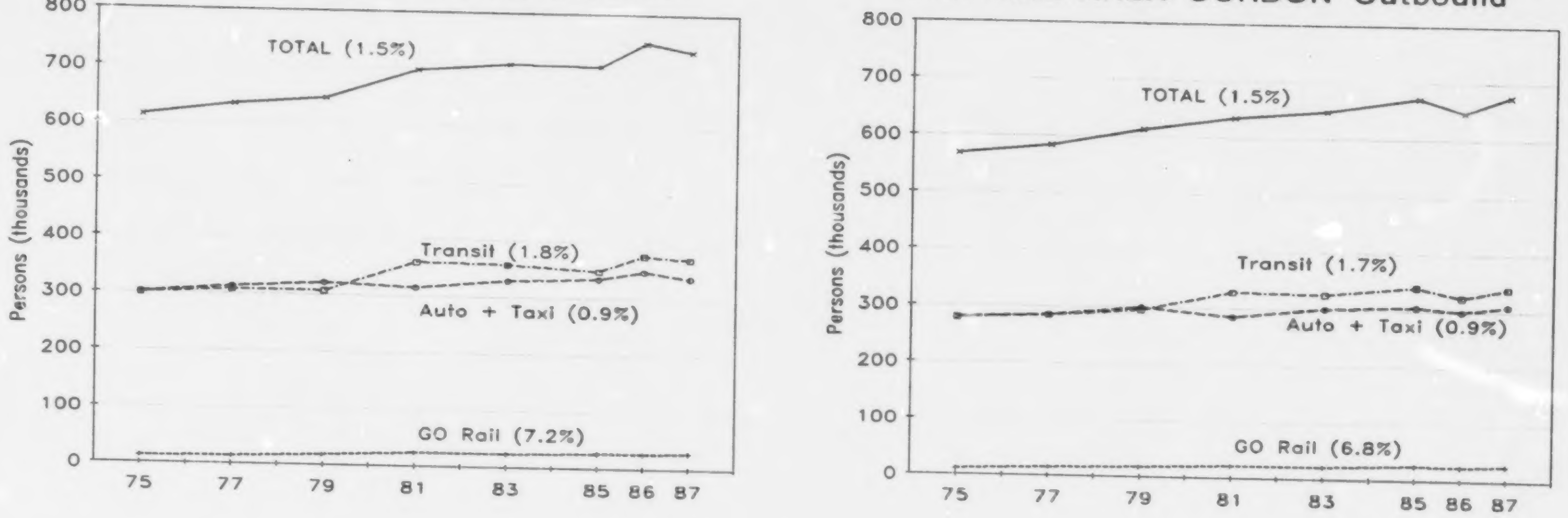

o/o Auto, Taxi
o/o Trucks
o/o Bus, Streetcar
TOTAL VEHICLES

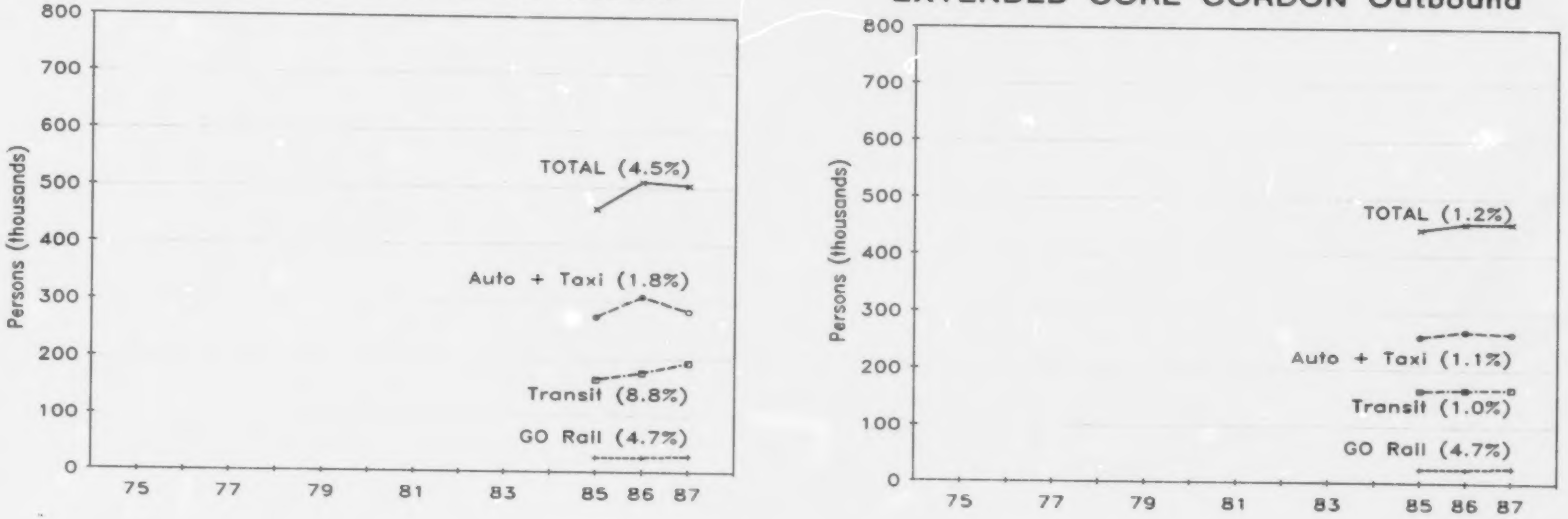
EXHIBIT 10B:
VEHICLES CROSSING INTERMEDIATE CORDONS
4:00 P.M.-6:00 P.M. 1987

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987



CENTRAL AREA CORDON Inbound

CENTRAL AREA CORDON Outbound



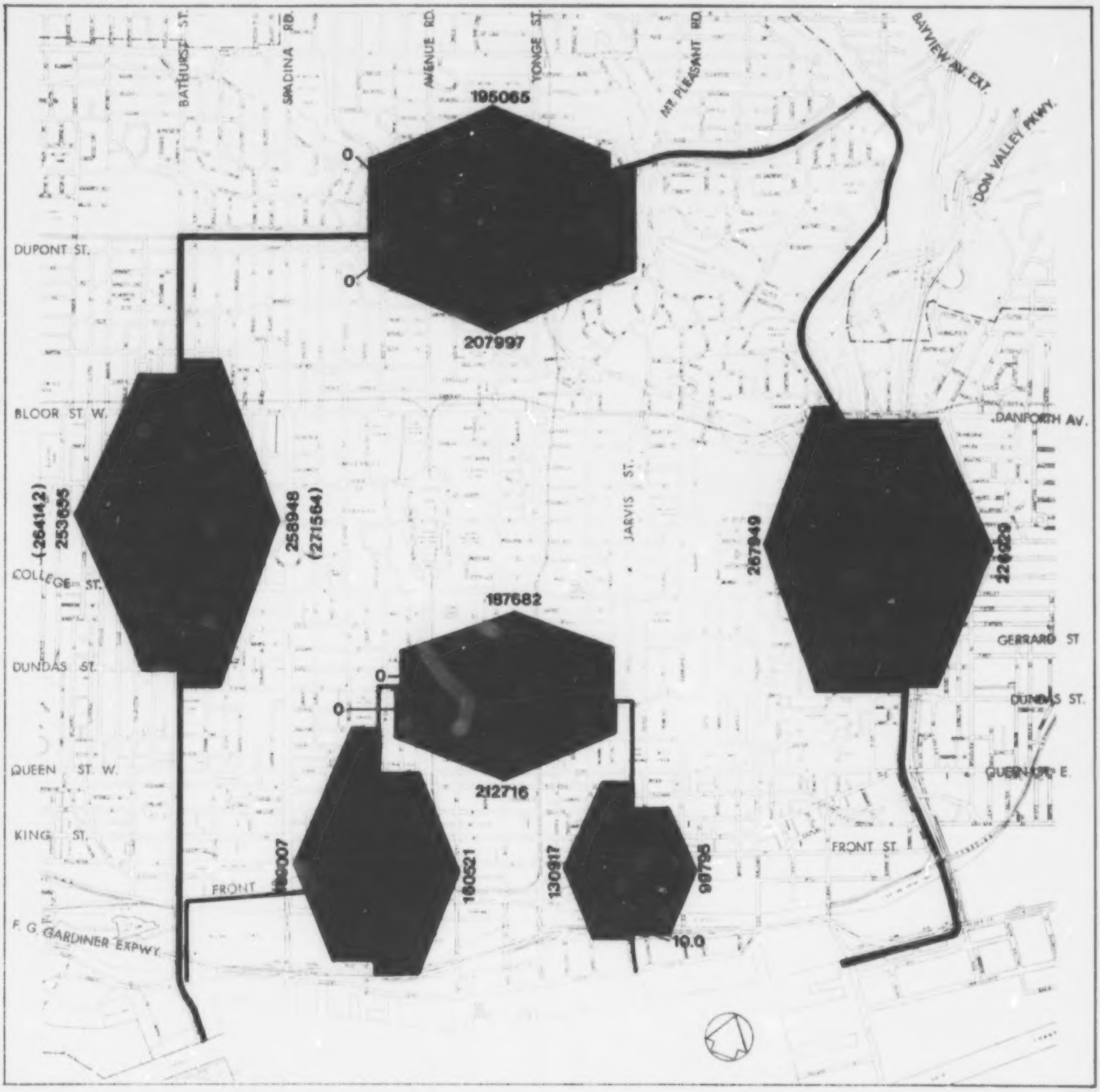
EXTENDED CORE CORDON Inbound

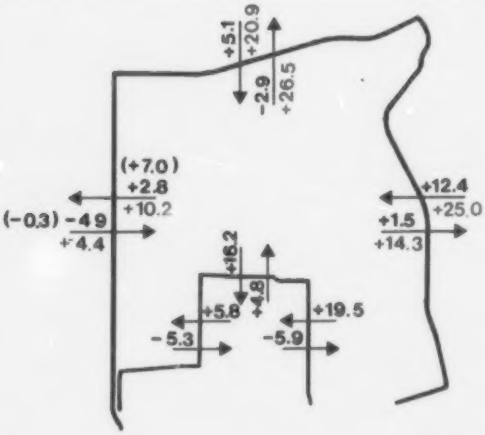
EXTENDED CORE CORDON Outbound

* (X.X%): Average Annual Growth Rate

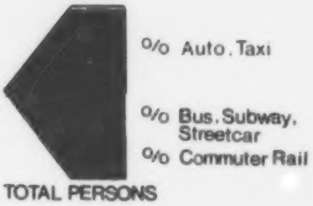
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 11A:
PERSONS CROSSING INTERMEDIATE CORDONS
7:00 A.M.-7:00 P.M. 1975-1987


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
COLLEGE ST.
DUNDAS ST.
QUEEN ST. W.
KING ST.
FRONT
F. G. GARDINER EXPWY.
JARVIS ST.
GERRARD ST
DUNDAS ST.
QUEEN ST. E.
FRONT ST.
195065
207997
0
0
(264142)
253655
258948
(271564)
267949
126029
187682
212716
0
0
160007
160521
130917
99795
10.0


+5.1
+20.9
-2.9
+26.5
(+7.0)
+2.8
+10.2
(-0.3) -4.9
+4.4
+12.4
+25.0
+1.5
+14.3
+16.2
+4.8
+5.8
-5.3
+19.5
-5.9

PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987

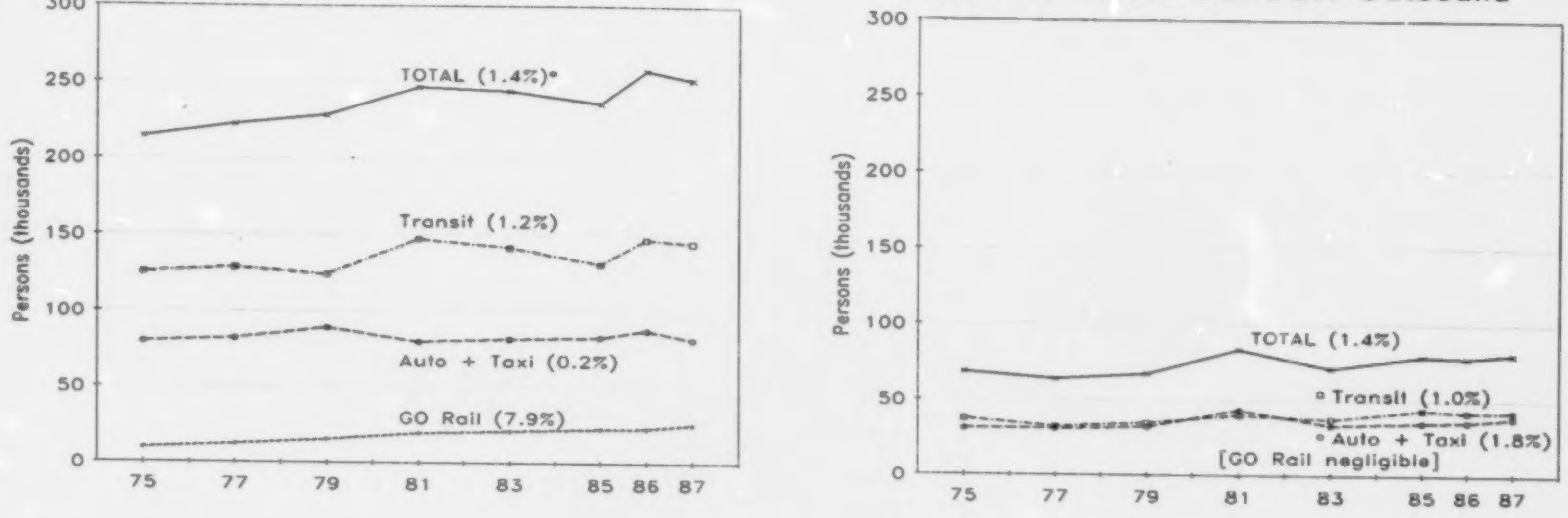

% Auto, Taxi
% Bus, Subway, Streetcar
% Commuter Rail
TOTAL PERSONS

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 11B:
PERSONS CROSSING INTERMEDIATE CORDONS
7:00 A.M.-7:00 P.M. 1987

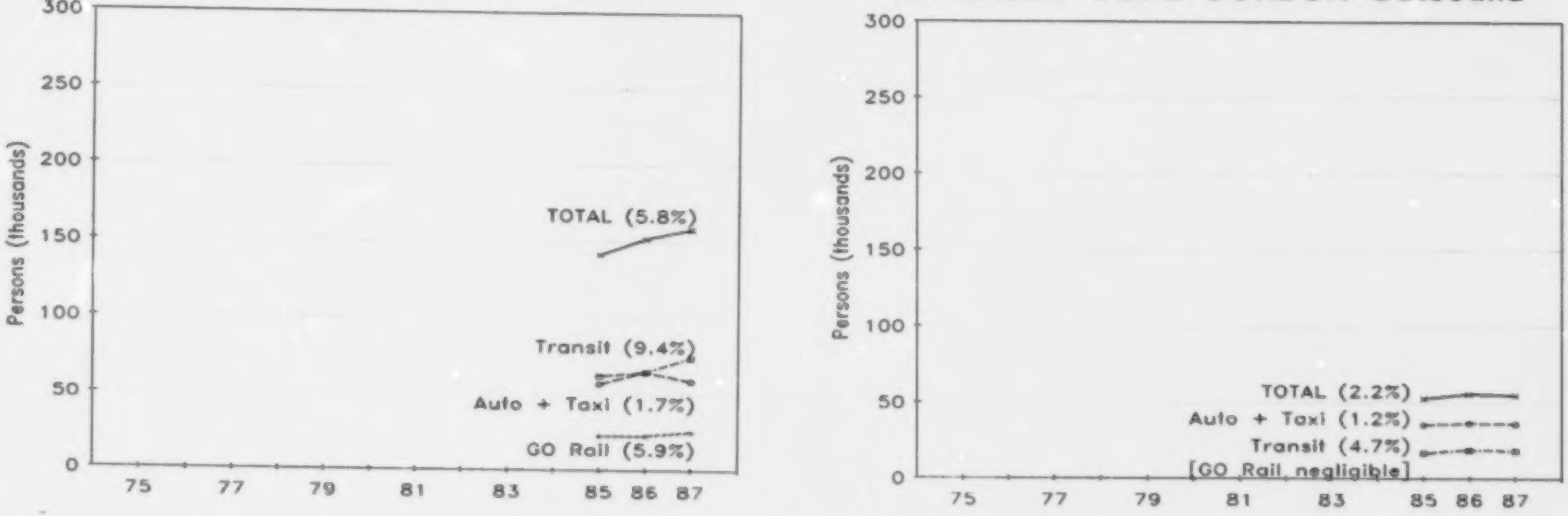
CENTRAL AREA CORDON Inbound

CENTRAL AREA CORDON Outbound



EXTENDED CORE CORDON Inbound

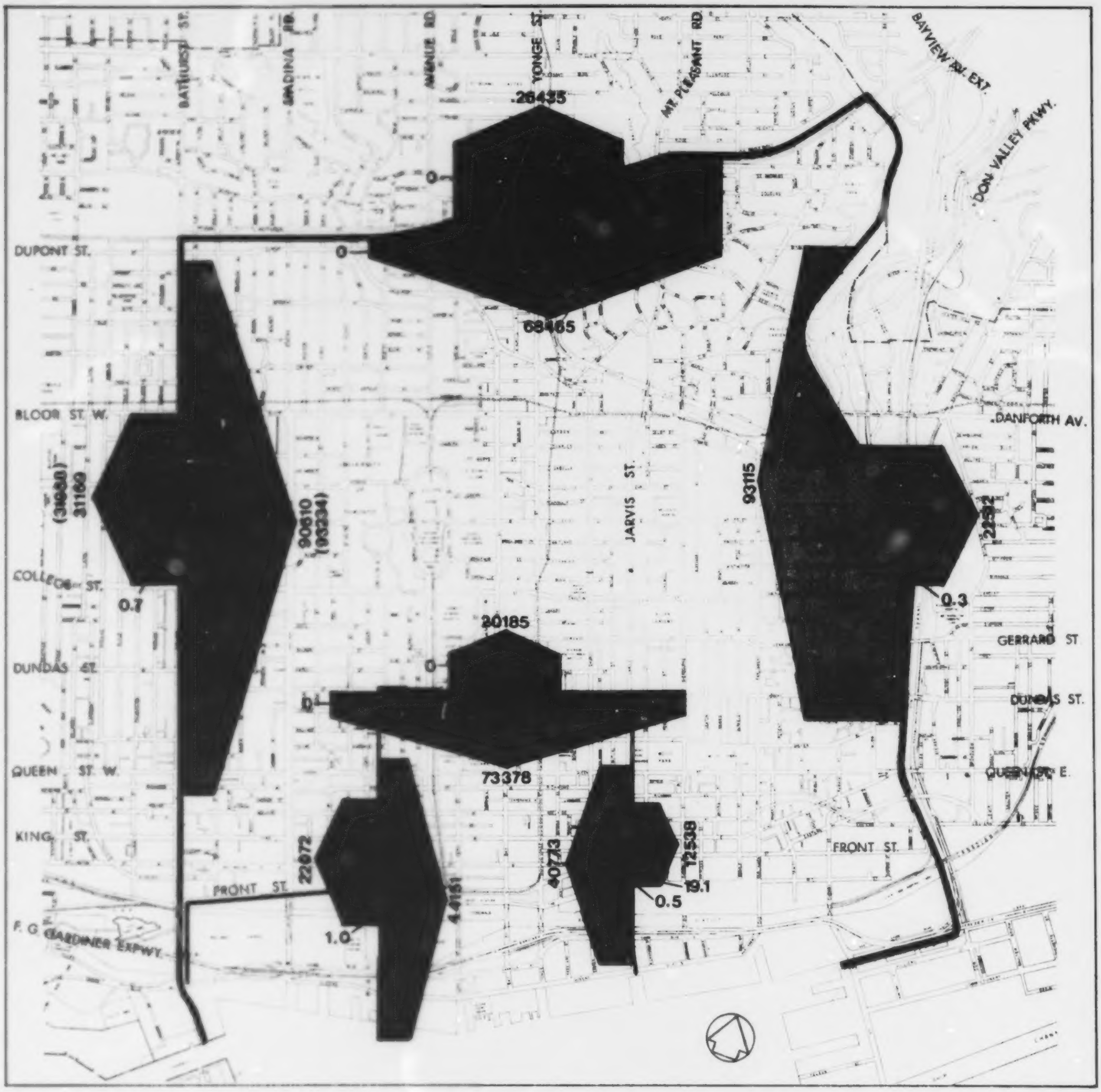
EXTENDED CORE CORDON Outbound

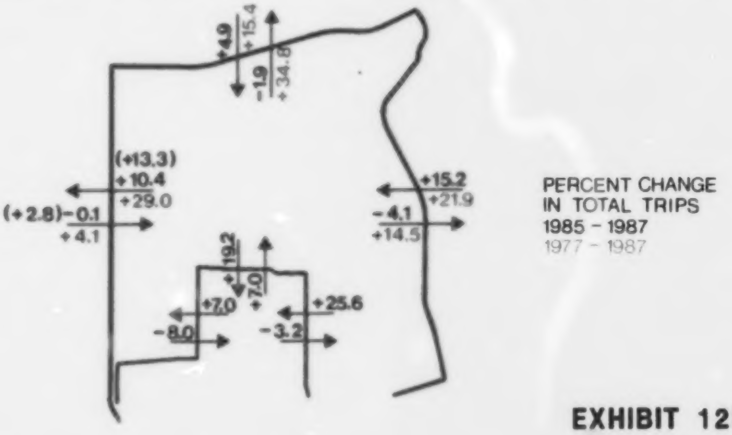


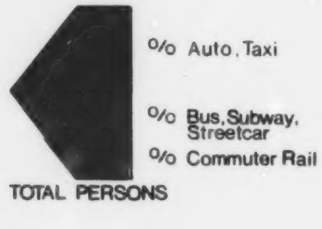
* (X.X%): Average Annual Growth Rate

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 12A:
PERSONS CROSSING INTERMEDIATE CORDONS
7:00 A.M.-9:00 A.M. 1975-1987

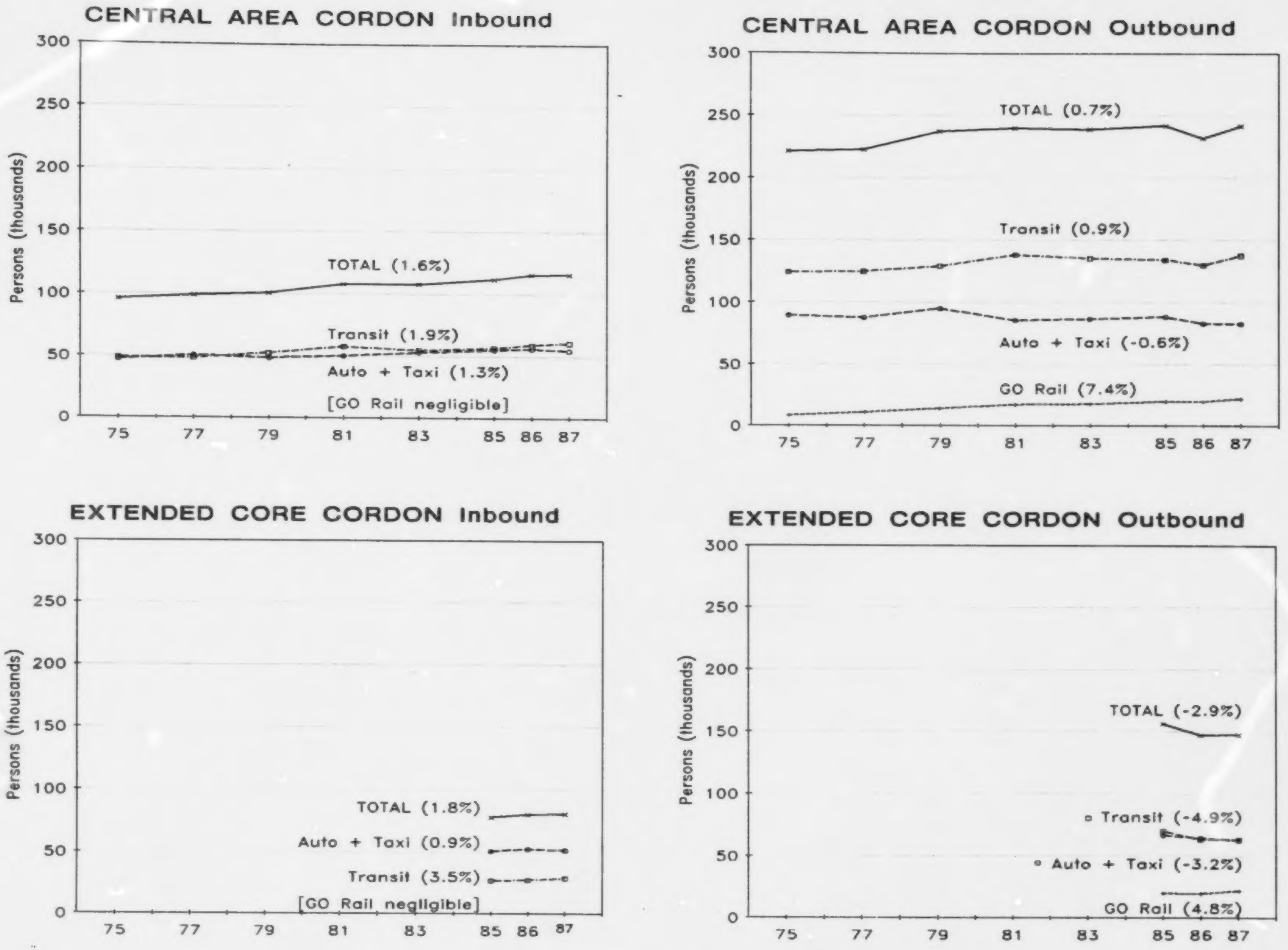

BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
26435
0
0
68465
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
(31980)
31160
90610
(93234)
JARVIS ST.
93115
2252
COLLEGE ST.
0.7
0.3
20185
0
0
GERRARD ST.
DUNDAS ST.
DUNDAS ST.
QUEEN ST. W.
73378
QUEEN ST. E.
KING ST.
FRONT ST.
FRONT ST.
22072
44151
40773
12538
19.1
0.5
1.0
F. G. GARDINER EXPWY.


+4.9
+15.4
-1.9
+34.8
(+13.3)
+10.4
+29.0
(+2.8)-0.1
+4.1
+15.2
+21.9
-4.1
+14.5
19.2
+7.0
+7.0
+25.6
-8.0
-3.2
PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987


% Auto, Taxi
% Bus, Subway, Streetcar
% Commuter Rail
TOTAL PERSONS

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

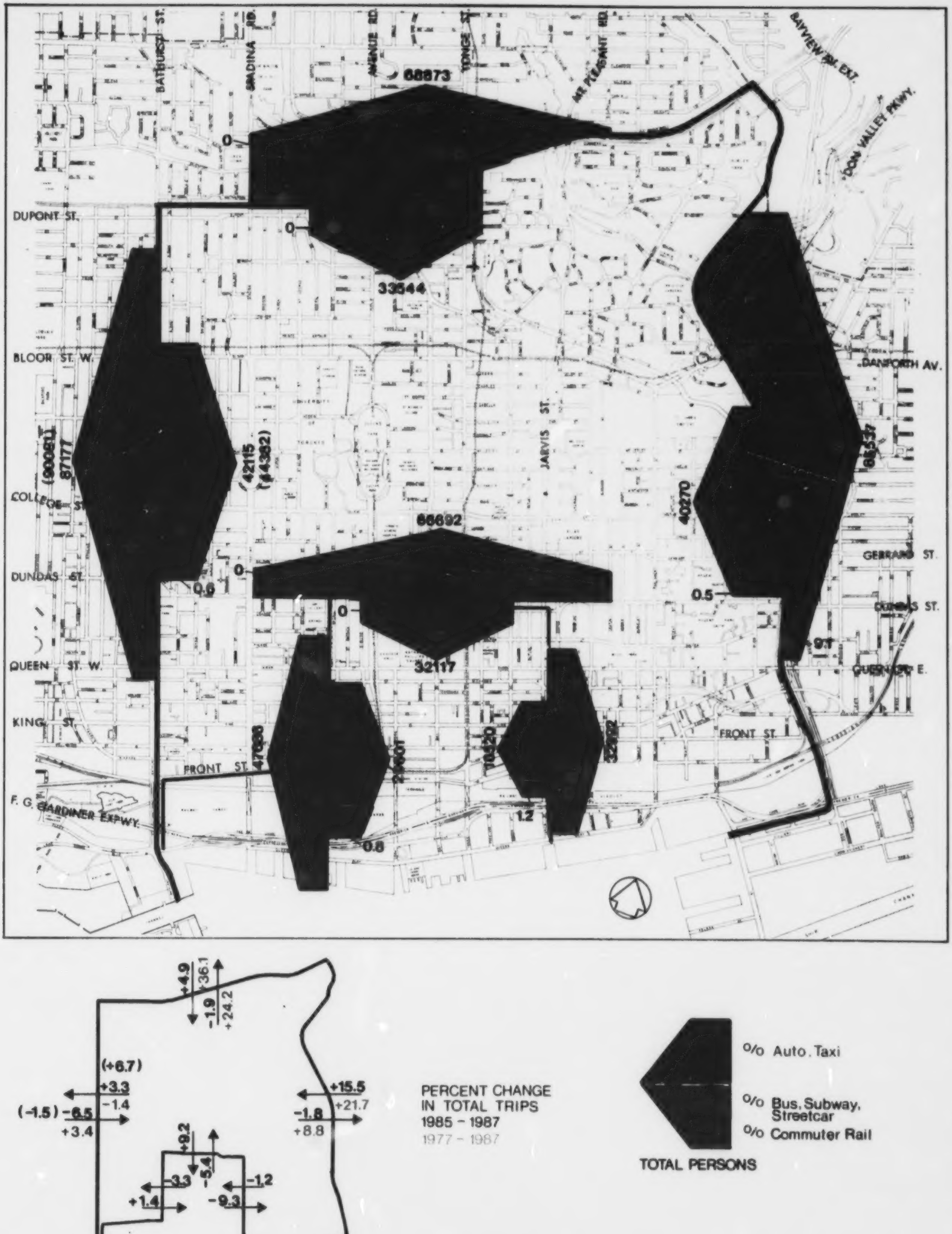
EXHIBIT 12B:
PERSONS CROSSING INTERMEDIATE CORDONS
7:00 A.M.-9:00 A.M. 1987



* (X.X%): Average Annual Growth Rate

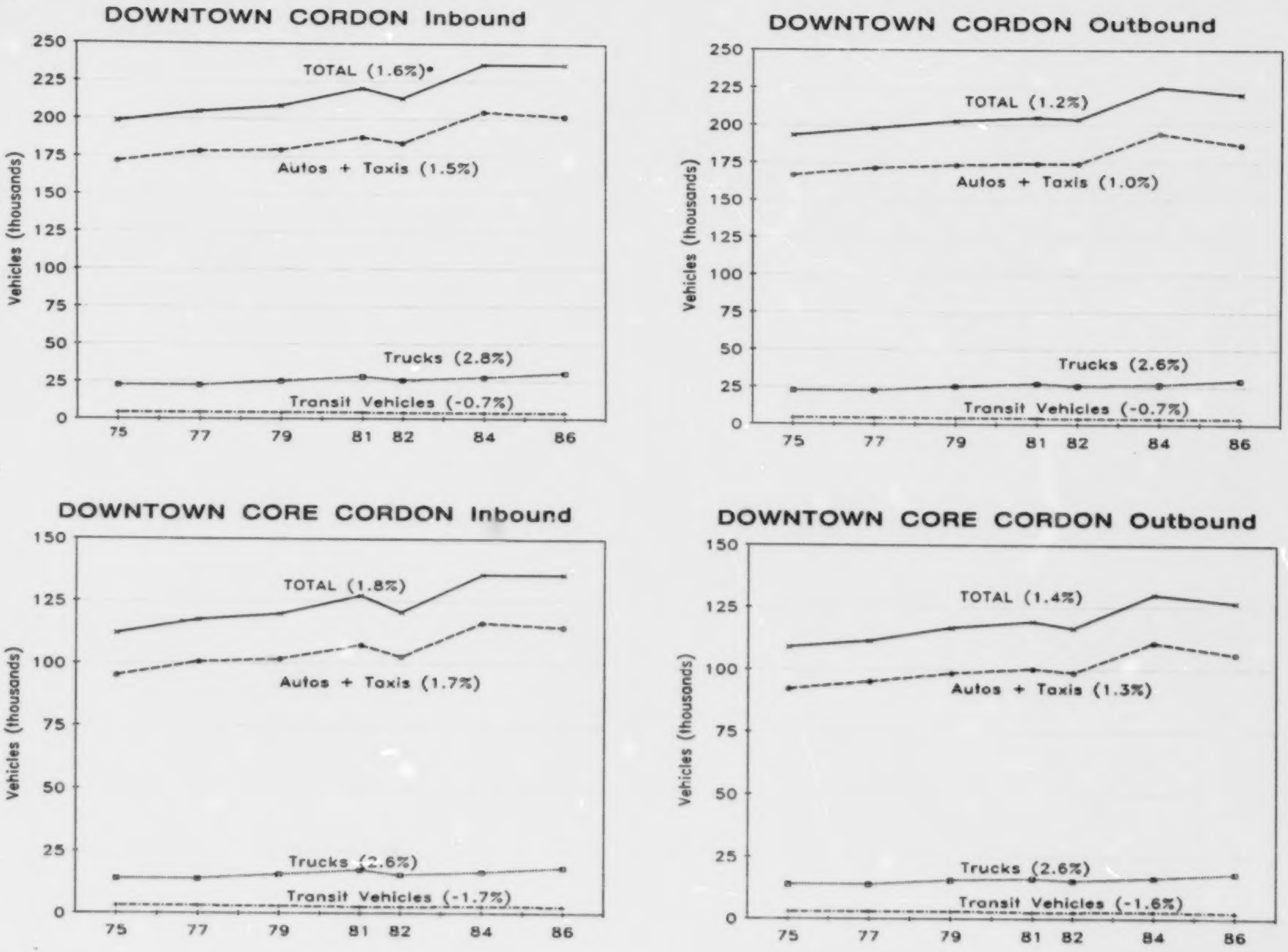
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 13A:
PERSONS CROSSING INTERMEDIATE CORDONS
4:00 P.M.-6:00 P.M. 1975-1987


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
COLLEGE ST.
JARVIS ST.
DUNDAS ST.
GERRARD ST.
DUNDAS ST.
QUEEN ST. W.
QUEEN ST. E.
KING ST.
FRONT ST.
FRONT ST.
F. G. GARDINER EXPWY.
68873
33544
0
0
87177
(90081)
42115
(44382)
66692
0
0.6
0
32117
40270
66537
0.5
9.1
47698
24001
10420
32292
1.2
0.8
(+6.7)
+3.3
-1.4
(-1.5) -6.5
+3.4
+4.9
+36.1
-1.9
+24.2
+15.5
+21.7
-1.8
+8.8
+9.2
-5.4
-3.3
+1.4
-1.2
-9.3
PERCENT CHANGE
IN TOTAL TRIPS
1985 - 1987
1977 - 1987
% Auto. Taxi
% Bus, Subway, Streetcar
% Commuter Rail
TOTAL PERSONS

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

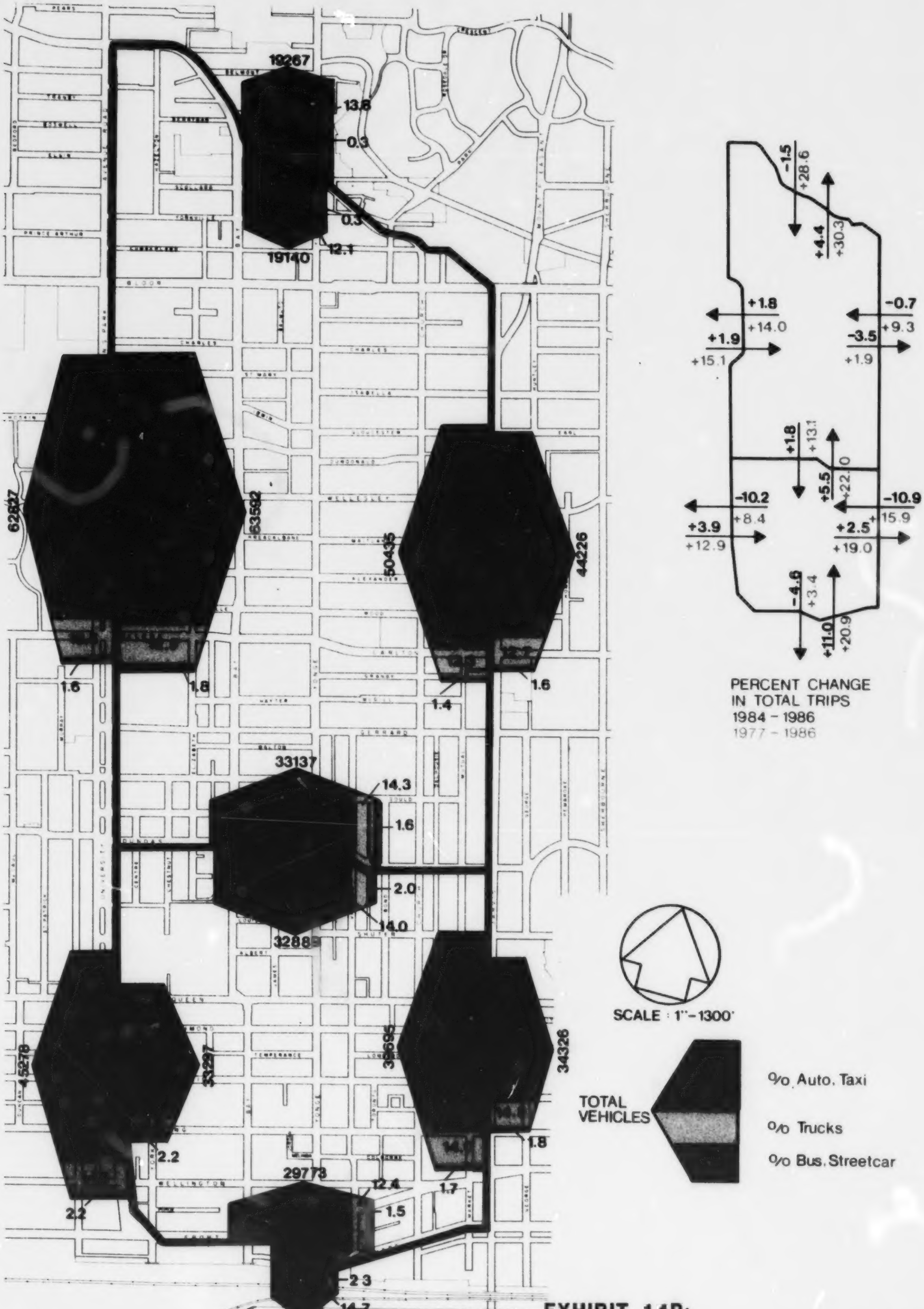
**EXHIBIT 13B:
PERSONS CROSSING INTERMEDIATE CORDONS
4:00 P.M.-6:00 P.M. 1987**



* (X.X%): Average Annual Growth Rate

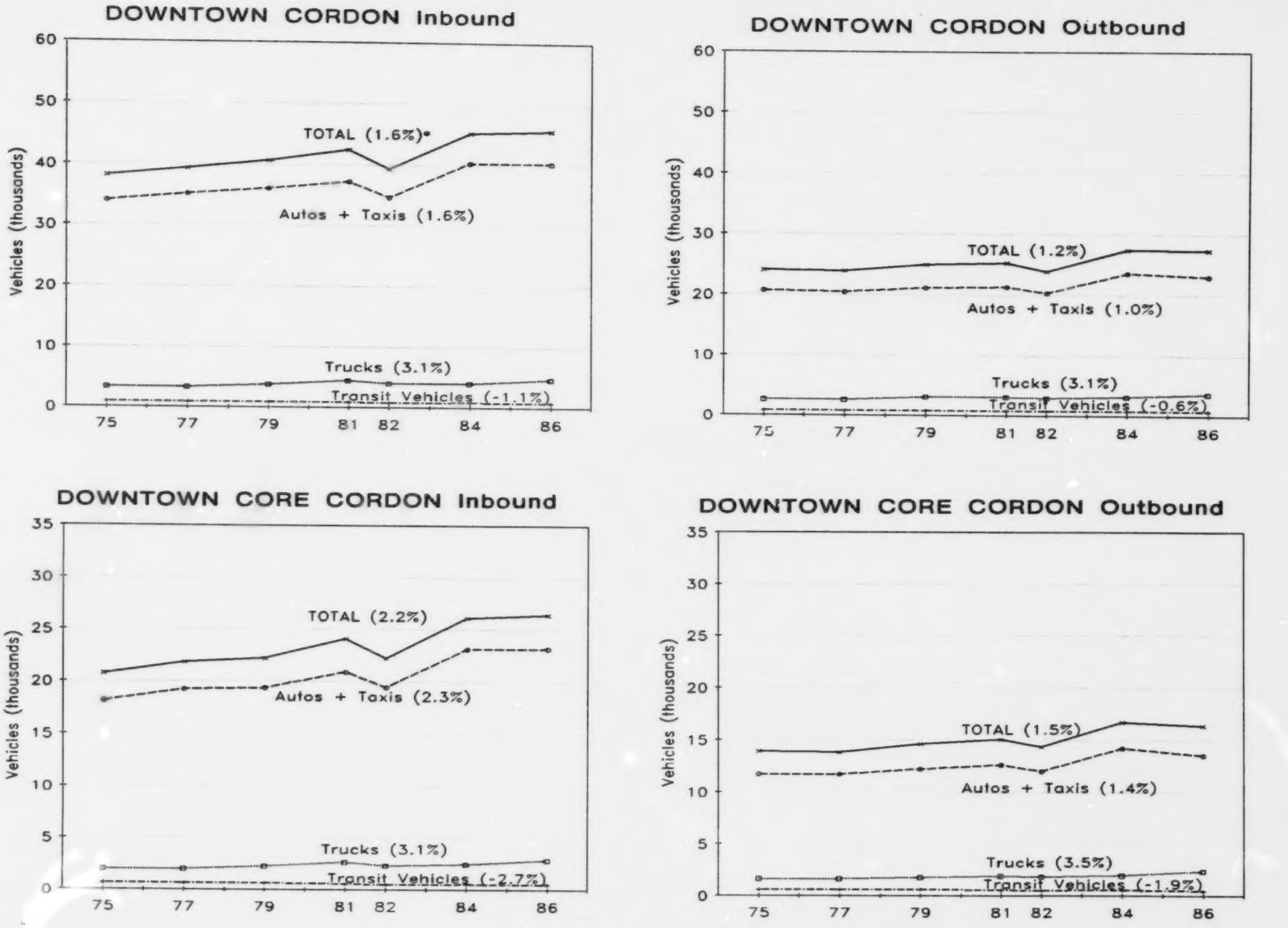
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 14A:
VEHICLES CROSSING INNER CORDONS
7:00 A.M.-7:00 P.M. 1975-1986


19267
13.6
0.3
0.3
12.1
19140
62827
63582
1.6
1.8
50435
44226
1.4
1.6
33137
14.3
1.6
2.0
14.0
3288
45278
33297
2.2
2.2
39695
34326
1.8
1.7
29773
12.4
1.5
2.3
14.7
14098
BLOOR
CHARLES
WELLESLEY
CARLTON
GERRARD
DUNDAS
QUEEN
WELLINGTON
-1.5
+28.6
+4.4
+30.3
+1.8
+14.0
+1.9
+15.1
-0.7
+9.3
-3.5
+1.9
+1.8
+13.1
+5.5
+22.0
-10.2
+8.4
-10.9
+15.9
+3.9
+12.9
+2.5
+19.0
-4.6
+3.4
+11.0
+20.9
PERCENT CHANGE
IN TOTAL TRIPS
1984 - 1986
1977 - 1986
SCALE : 1"-1300'
TOTAL VEHICLES
% Auto, Taxi
% Trucks
% Bus, Streetcar

NOTE : Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 14B:
VEHICLES CROSSING INNER CORDONS
7:00 A.M.-7:00 P.M. 1986



DOWNTOWN CORDON Inbound

DOWNTOWN CORDON Outbound

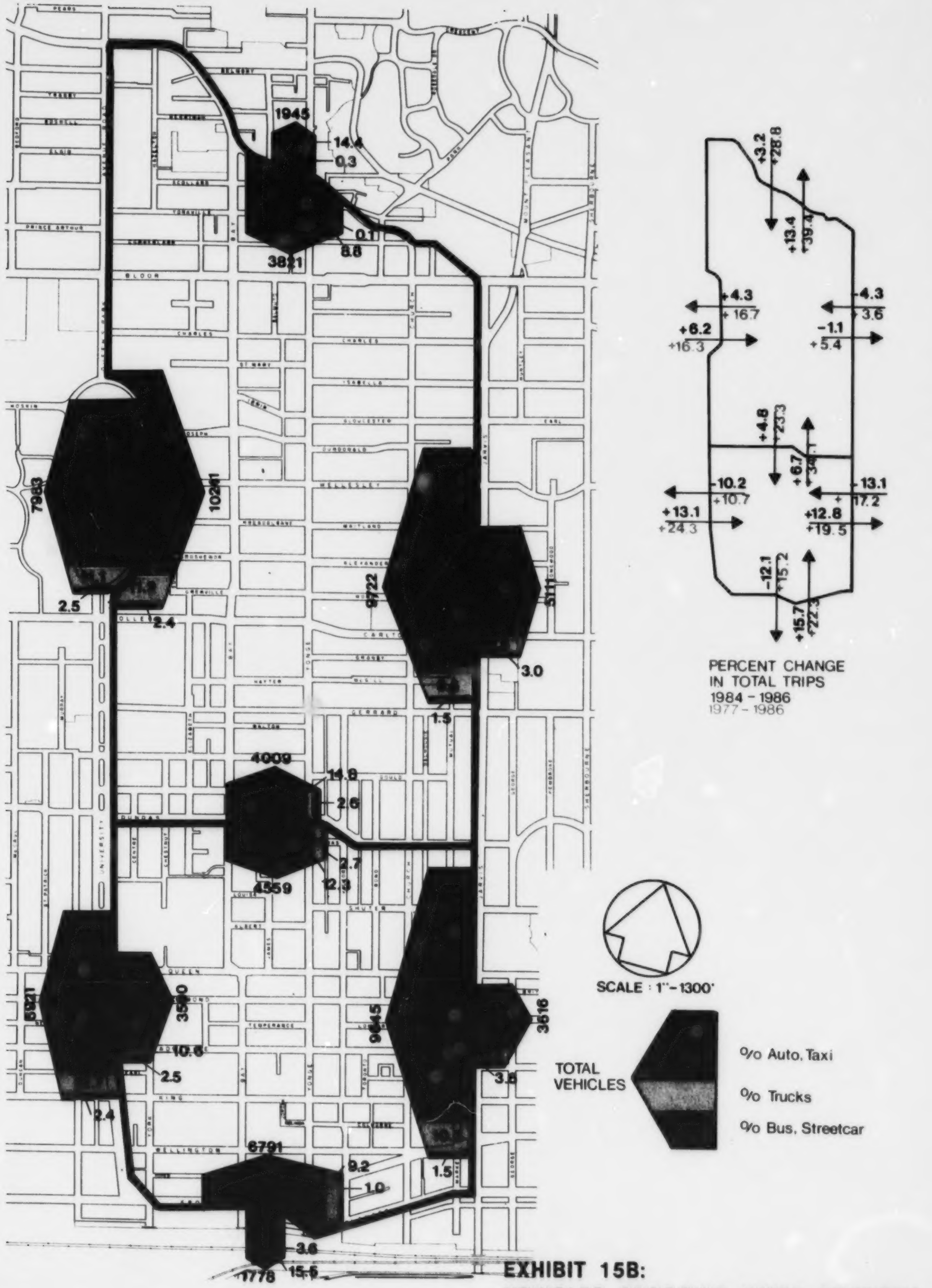
DOWNTOWN CORE CORDON Inbound

DOWNTOWN CORE CORDON Outbound

* (X.X%): Average Annual Growth Rate

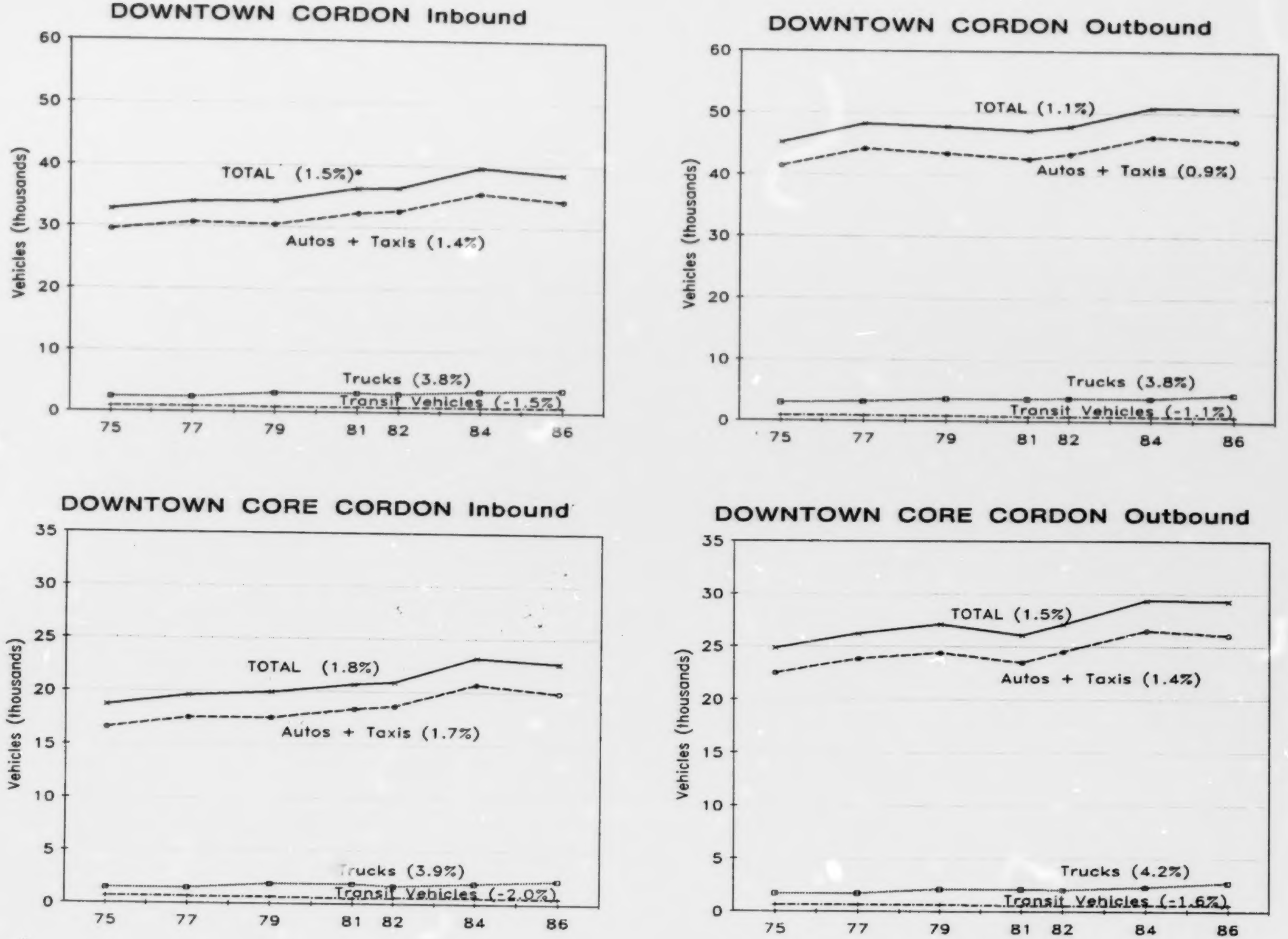
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 15A:
VEHICLES CROSSING INNER CORDONS
7:00 A.M.-9:00 A.M. 1975-1986


1945
14.4
0.3
0.1
8.8
3821
BLOOR
CHARLES
WELLESLEY
7983
10241
2.5
2.4
9722
5111
3.0
1.5
CARLTON
GERRARD
4009
14.8
2.6
DUNDAS
2.7
12.3
4559
QUEEN
5821
3590
10.6
2.5
2.4
KING
9645
3616
3.8
1.5
WELLINGTON
6791
9.2
1.0
3.6
15.5
1778
+3.2
+28.8
+13.4
+39.4
+4.3
+16.7
+6.2
+16.3
-4.3
3.6
-1.1
+5.4
+4.8
+23.3
+6.7
+34.1
-10.2
+10.7
-13.1
17.2
+13.1
+24.3
+12.8
+19.5
-12.1
+15.2
+15.7
+22.3
PERCENT CHANGE IN TOTAL TRIPS
1984 - 1986
1977 - 1986
SCALE : 1"-1300'
TOTAL VEHICLES
o/o Auto, Taxi
o/o Trucks
o/o Bus, Streetcar

NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

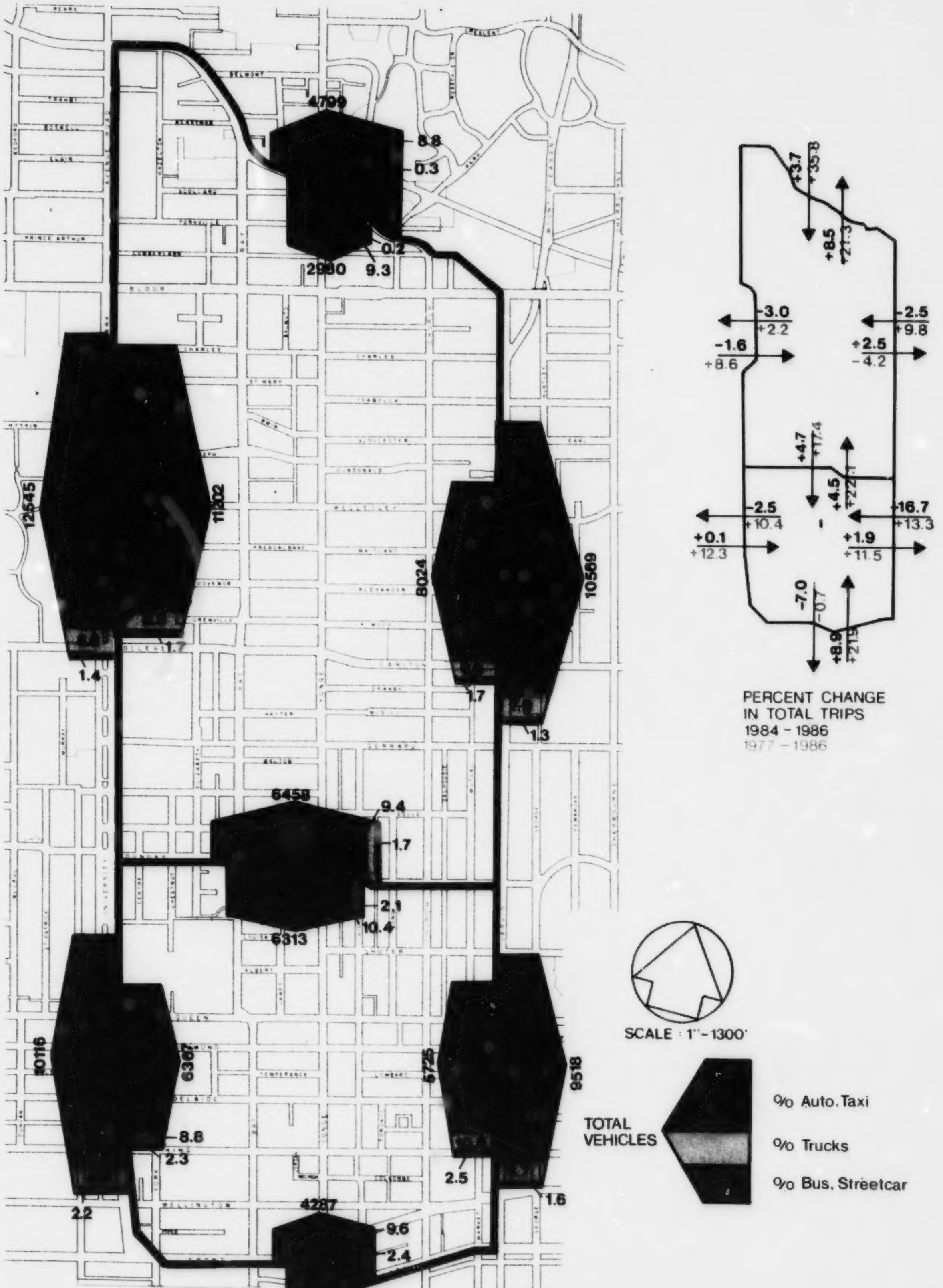
EXHIBIT 15B:
VEHICLES CROSSING INNER CORDONS
7:00 A.M.-9:00 A.M. 1986



* (X.X%): Average Annual Growth Rate

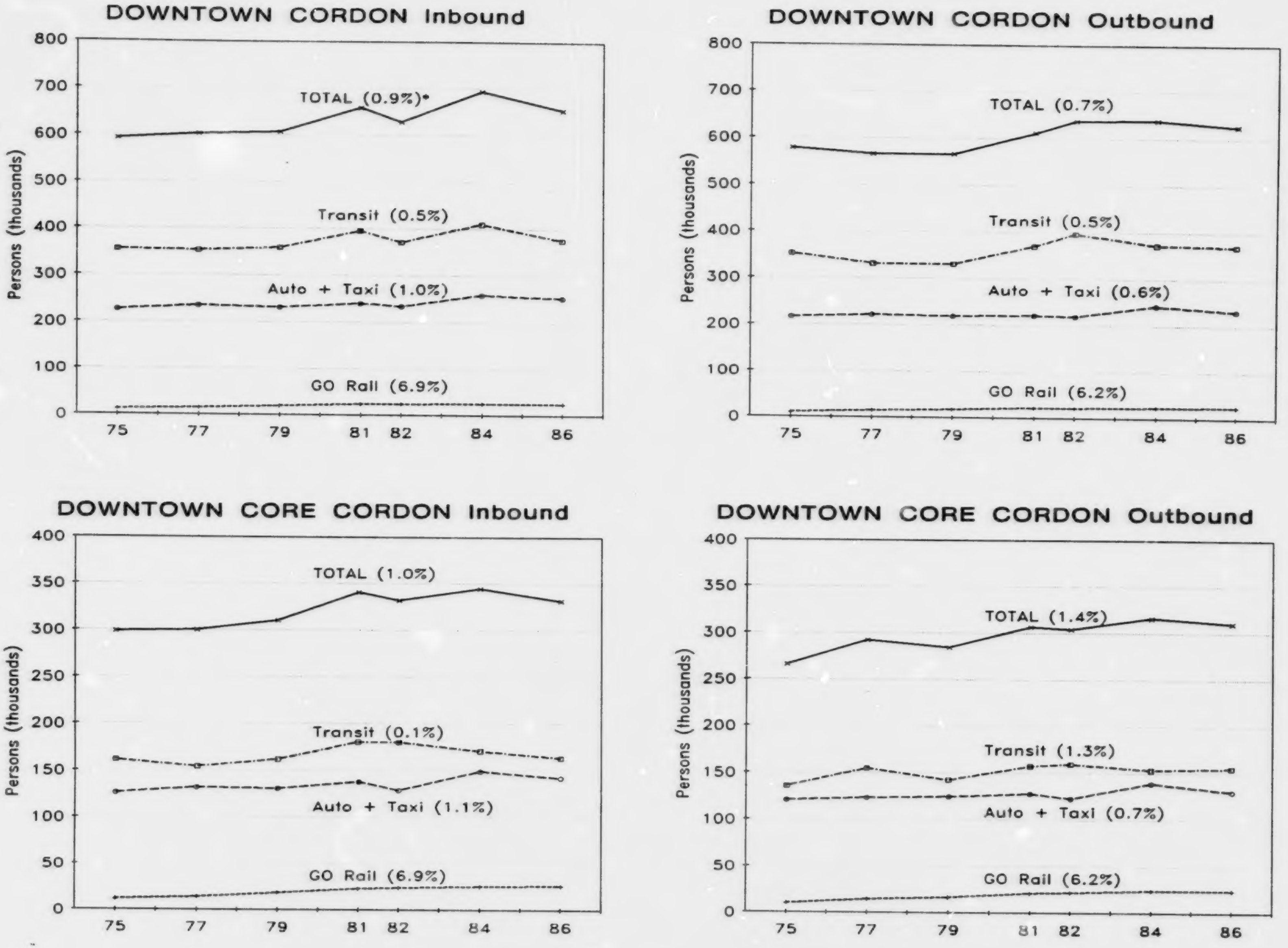
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 16A:
VEHICLES CROSSING INNER CORDONS
4:00 P.M.-6:00 P.M. 1975-1986


4709
8.8
0.3
0.2
2980
9.3
12545
11202
1.4
1.7
8024
10589
1.7
1.3
6458
9.4
1.7
2.1
10.4
6313
10116
6367
8.8
2.3
2.2
5725
9518
2.5
1.6
4287
9.6
2.4
1.7
11.0
3208
+3.7
+35.8
+8.5
+21.3
-3.0
+2.2
-2.5
+9.8
-1.6
+8.6
+2.5
-4.2
+4.7
+17.4
+4.5
+22.1
-2.5
+10.4
-16.7
+13.3
+0.1
+12.3
+1.9
+11.5
-7.0
-0.7
+8.9
+21.9
PERCENT CHANGE
IN TOTAL TRIPS
1984 - 1986
1977 - 1986
SCALE : 1"-1300'
TOTAL VEHICLES
% Auto, Taxi
% Trucks
% Bus, Streetcar

NOTE Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 16B:
VEHICLES CROSSING INNER CORDONS
4:00 P.M.-6:00 P.M. 1986



DOWNTOWN CORDON Inbound

DOWNTOWN CORDON Outbound

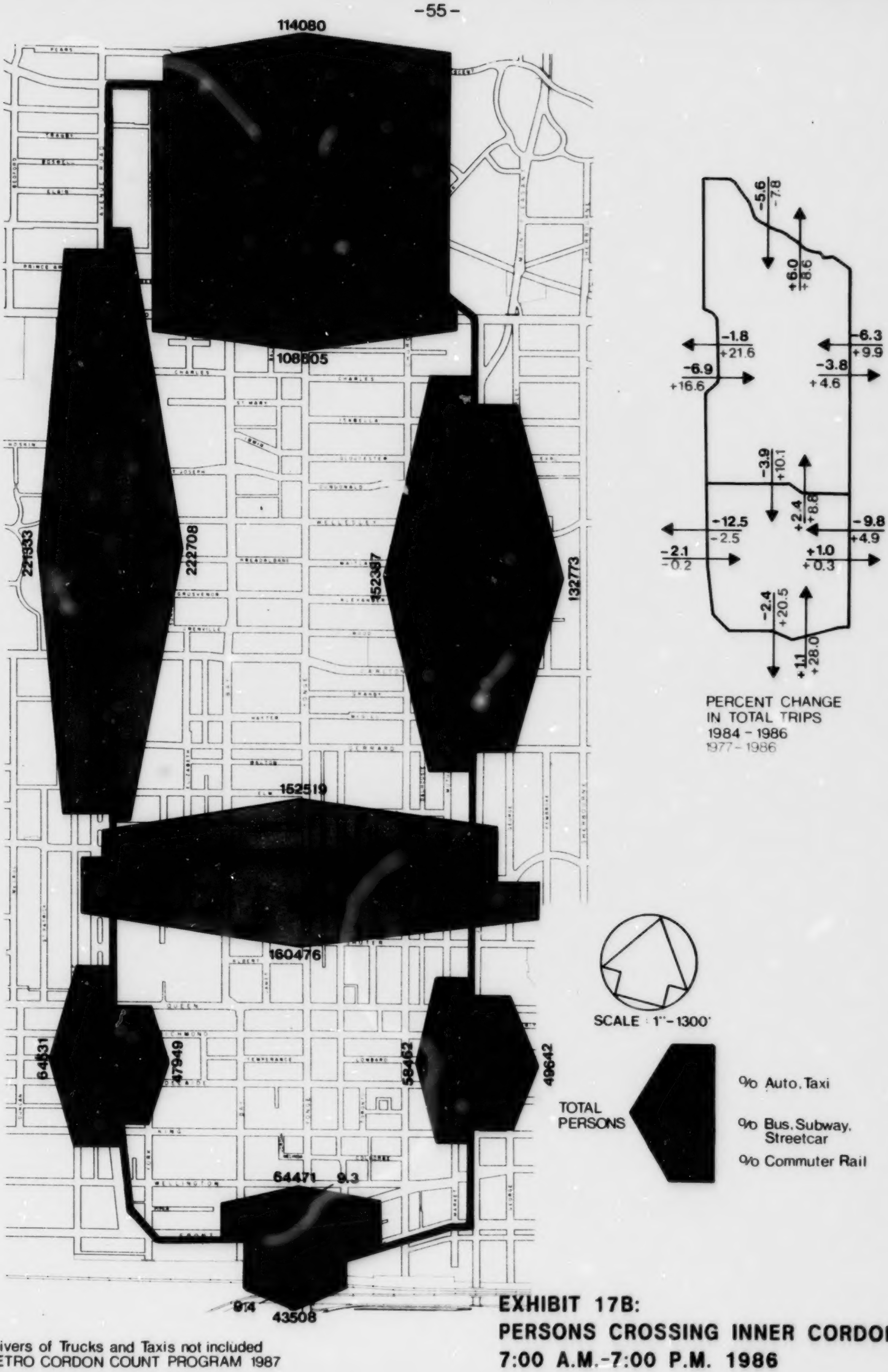
DOWNTOWN CORE CORDON Inbound

DOWNTOWN CORE CORDON Outbound

* (X.X%): Average Annual Growth Rate

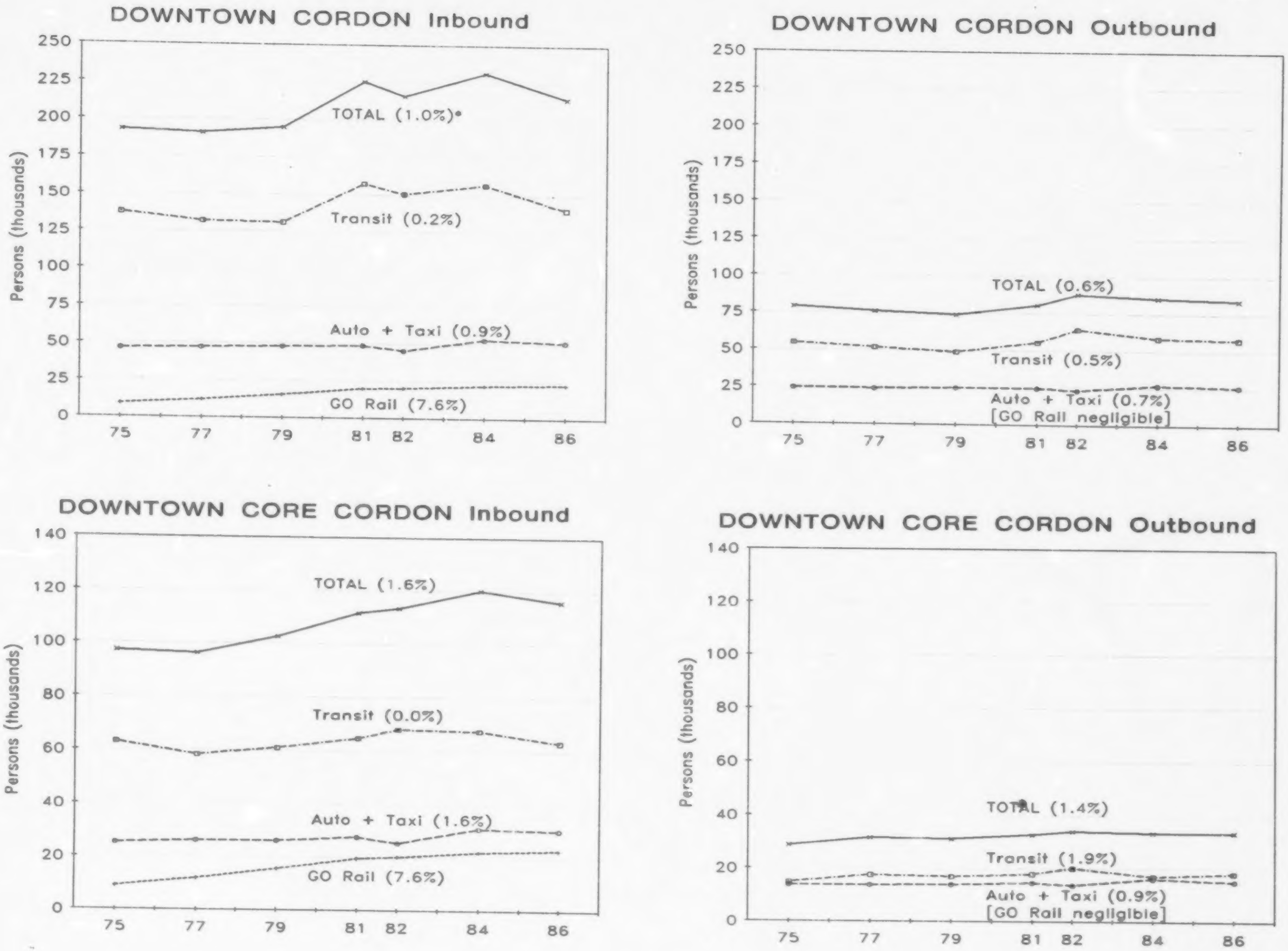
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 17A:
PERSONS CROSSING INNER CORDONS
7:00 A.M.-7:00 P.M. 1975-1986


114080
108805
221533
222708
152387
132773
152519
160476
64531
47949
58462
49642
64471
9.3
914
43508
-5.6
-7.8
+6.0
+8.6
-1.8
+21.6
-6.9
+16.6
-6.3
+9.9
-3.8
+4.6
-3.9
+10.1
+2.4
+8.8
-12.5
-2.5
-9.8
+4.9
-2.1
-0.2
+1.0
+0.3
-2.4
+20.5
+1.1
+28.0
PERCENT CHANGE
IN TOTAL TRIPS
1984 - 1986
1977 - 1986
SCALE : 1"-1300'
TOTAL PERSONS
% Auto, Taxi
% Bus, Subway, Streetcar
% Commuter Rail

NOTE : Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 17B:
PERSONS CROSSING INNER CORDONS
7:00 A.M.-7:00 P.M. 1986


DOWNTOWN CORDON Inbound

DOWNTOWN CORDON Outbound

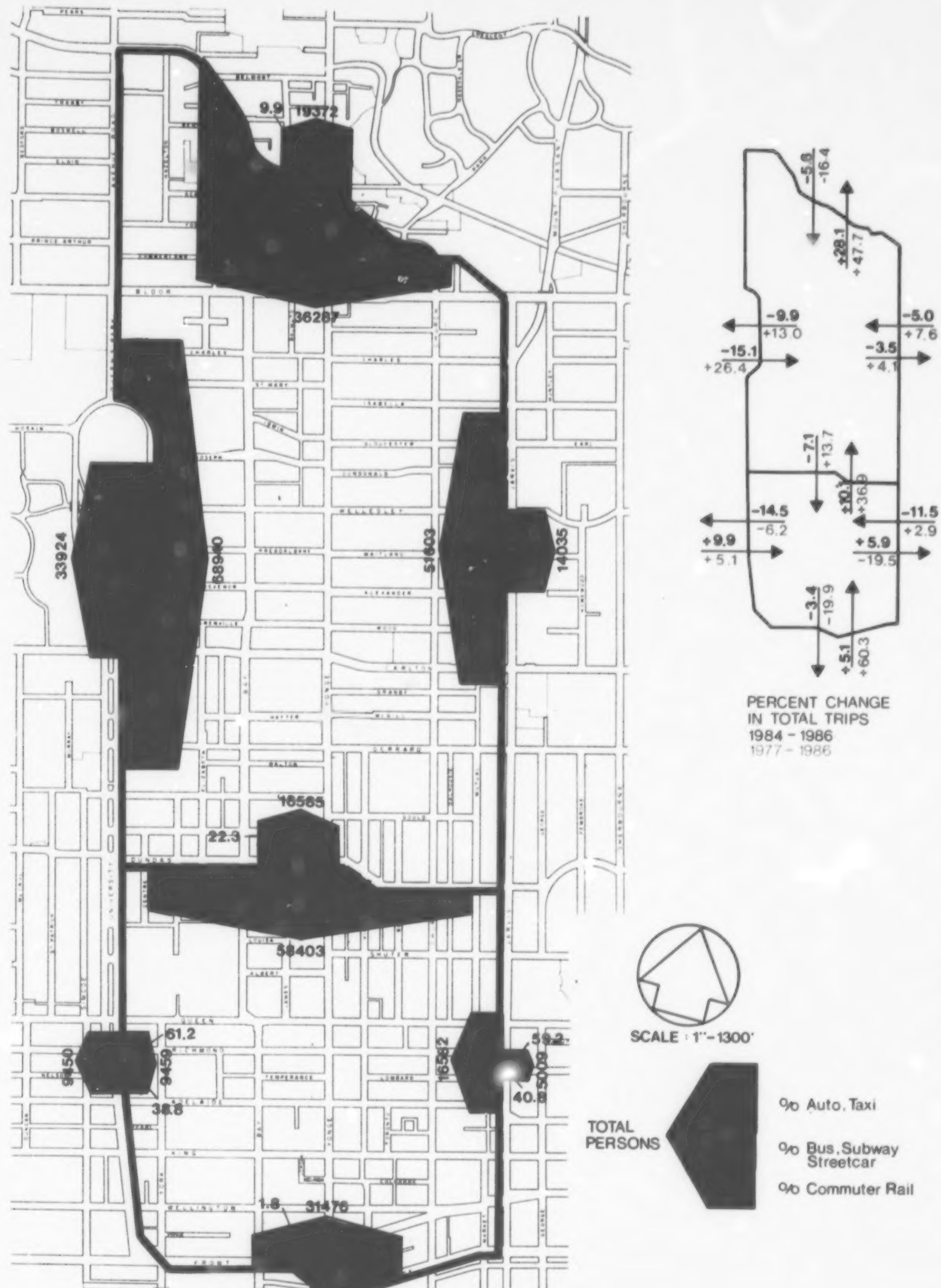
DOWNTOWN CORE CORDON Inbound

DOWNTOWN CORE CORDON Outbound

* (X.X%): Average Annual Growth Rate

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

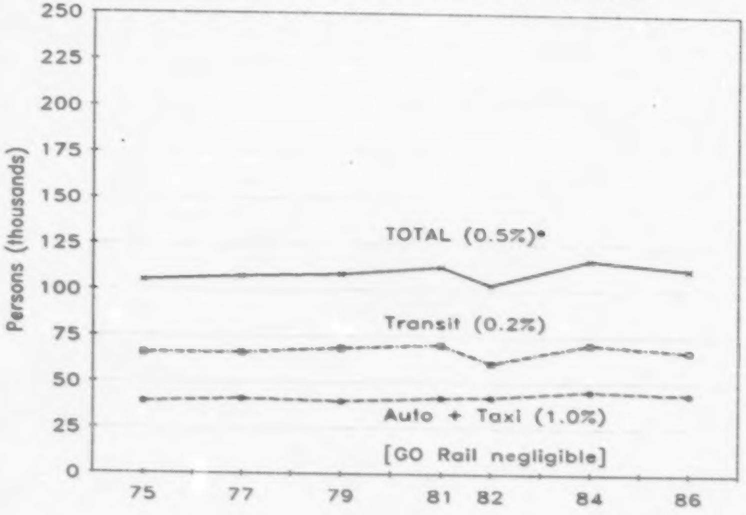
EXHIBIT 18A:
PERSONS CROSSING INNER CORDONS
7:00 A.M.-9:00 A.M. 1975-1986


9.9
19372
36287
33924
58940
51603
14035
16565
22.3
58403
61.2
9450
9459
38.8
59.2
16582
15009
40.8
1.8
31476
65.8
23.6
10.6
2400
-5.6
-16.4
±28.1
+47.7
-9.9
+13.0
-15.1
+26.4
-5.0
+7.6
-3.5
+4.1
-7.1
+13.7
±10.1
+36.9
-14.5
-6.2
+9.9
+5.1
-11.5
+2.9
+5.9
-19.5
-3.4
-19.9
+5.1
+60.3
PERCENT CHANGE
IN TOTAL TRIPS
1984 - 1986
1977 - 1986
SCALE : 1"-1300'
TOTAL PERSONS
% Auto, Taxi
% Bus, Subway Streetcar
% Commuter Rail

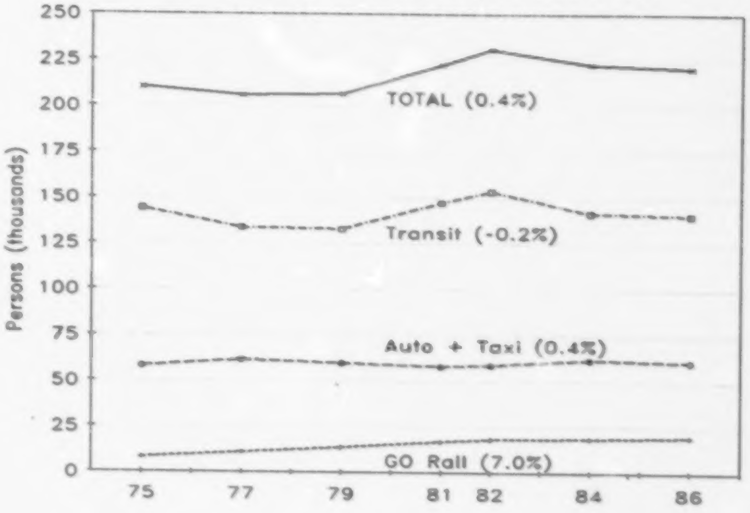
NOTE : Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 18B:
PERSONS CROSSING INNER CORDONS
7:00 A.M.-9:00 A.M. 1986

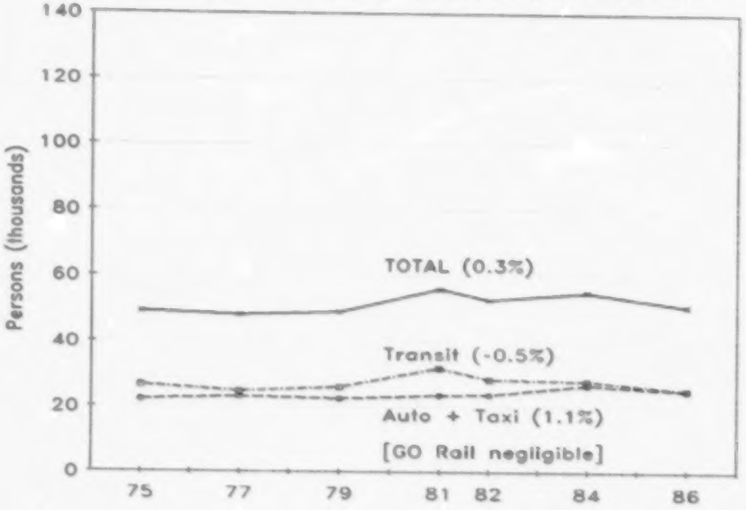
DOWNTOWN CORDON Inbound



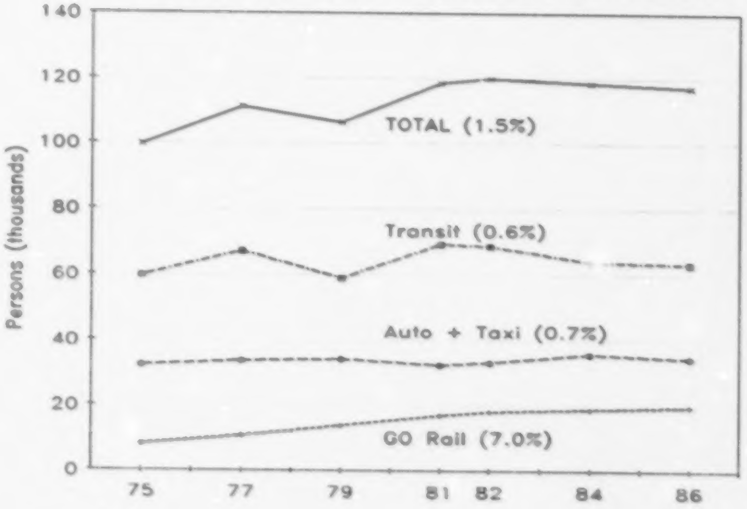
DOWNTOWN CORDON Outbound



DOWNTOWN CORE CORDON Inbound



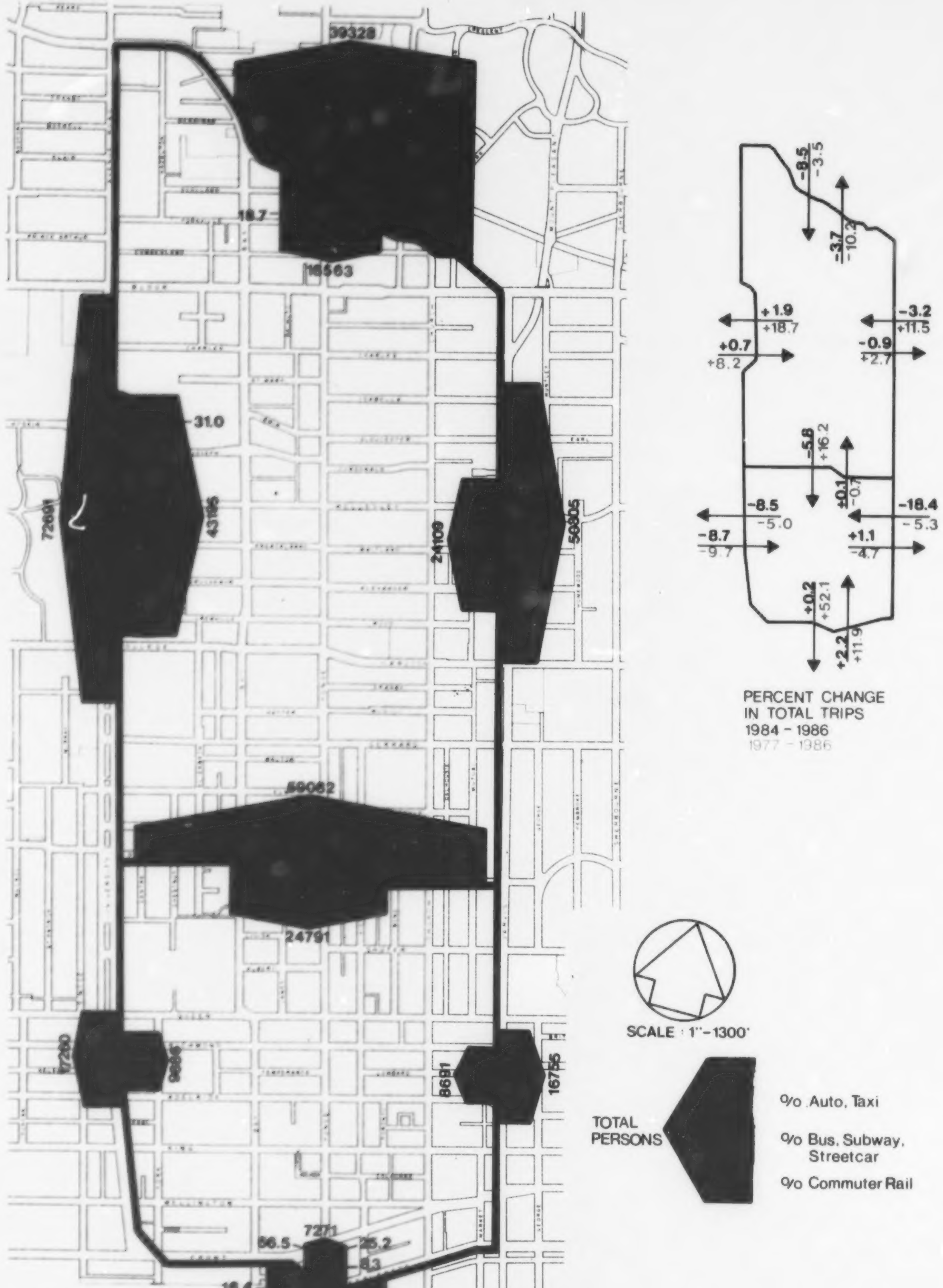
DOWNTOWN CORE CORDON Outbound



* (X.X%): Average Annual Growth Rate

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 19A:
PERSONS CROSSING INNER CORDONS
4:00 P.M.-6:00 P.M. 1975-1986

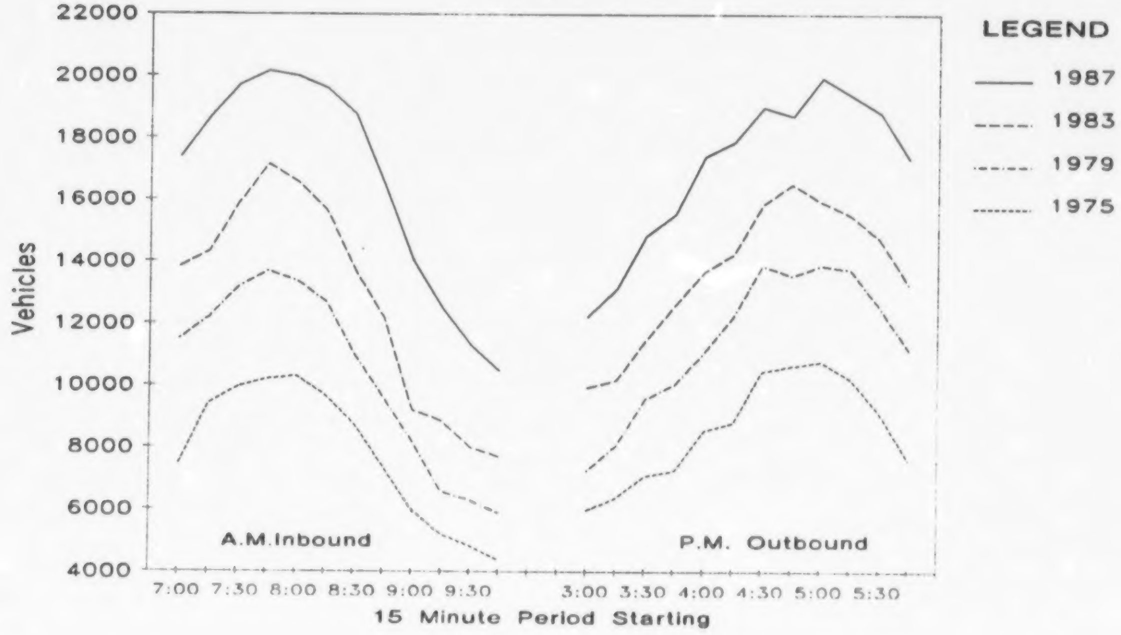

39328
18.7
16563
31.0
7269
43195
24109
58805
59082
24791
7260
9686
8691
16755
7271
56.5
25.2
8.3
16.4
2.9
24143
-8.5
-3.5
-3.7
-10.2
+1.9
+18.7
-3.2
+11.5
+0.7
+8.2
-0.9
+2.7
-5.8
+16.2
+0.1
-0.7
-8.5
-5.0
-18.4
-5.3
-8.7
-9.7
+1.1
-4.7
+0.2
+52.1
+2.2
+11.9
PERCENT CHANGE
IN TOTAL TRIPS
1984 - 1986
1977 - 1986
SCALE : 1"-1300'
TOTAL PERSONS
% Auto, Taxi
% Bus, Subway, Streetcar
% Commuter Rail

NOTE : Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 19B:
PERSONS CROSSING INNER CORDONS
4:00 P.M.-6:00 P.M. 1986

EXHIBIT 20:
DISTRIBUTION OF VEHICLES & PERSONS CROSSING METRO BOUNDARY CORDON

(a) Vehicles



(b) Persons

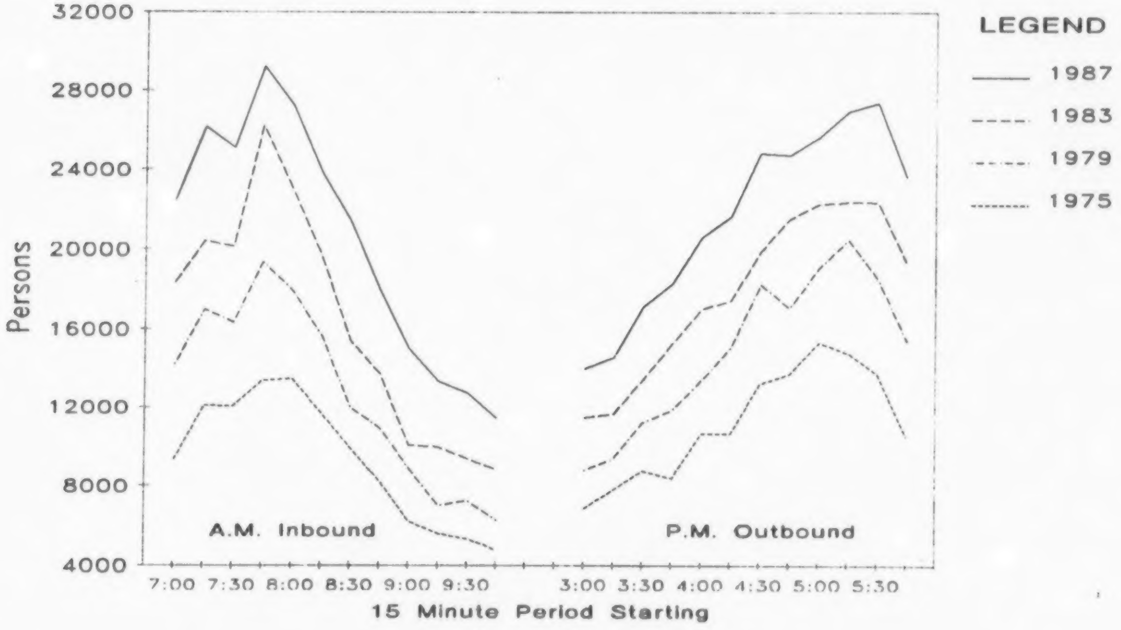
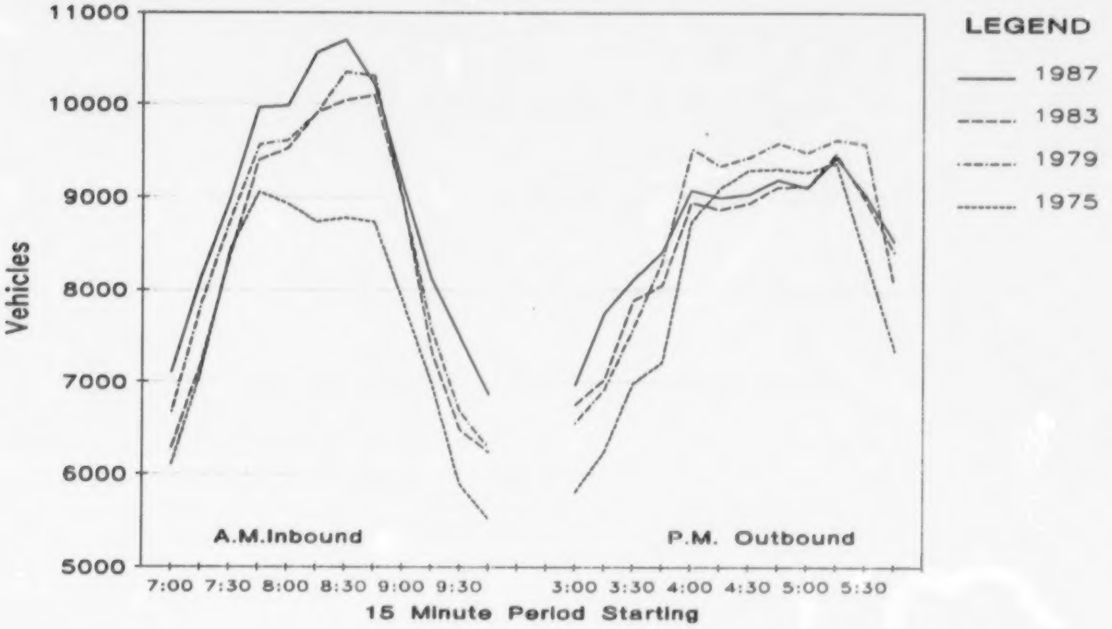


EXHIBIT 21:
DISTRIBUTION OF VEHICLES & PERSONS CROSSING CENTRAL AREA CORDON

(a) Vehicles



(b) Persons

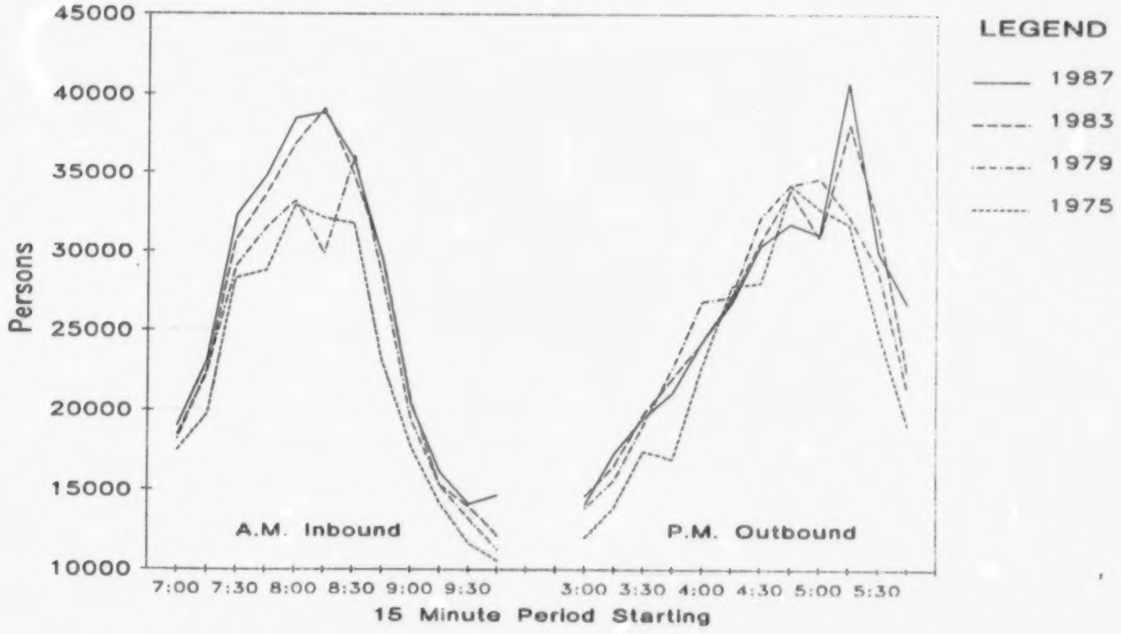


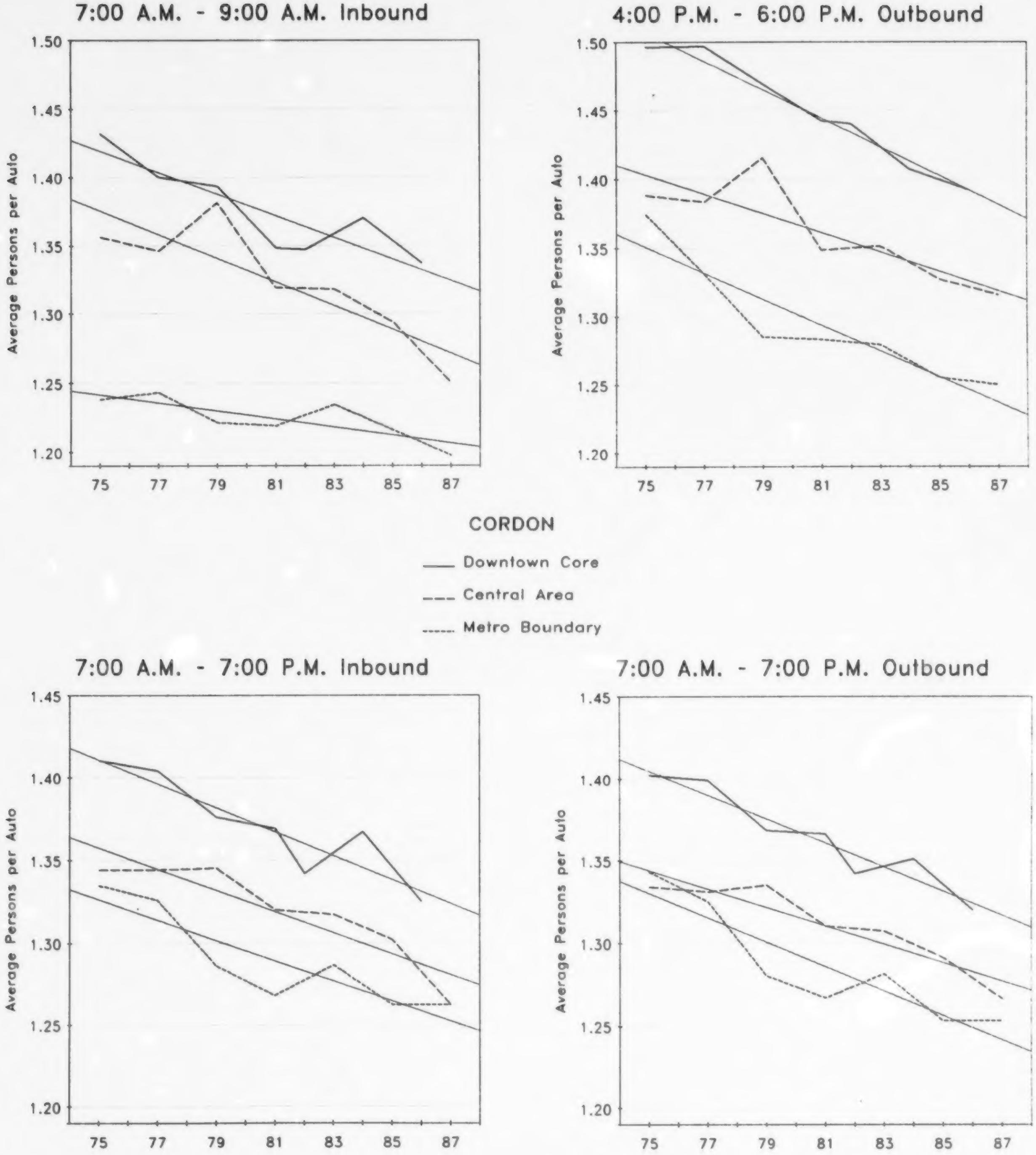
EXHIBIT 22A: AUTO OCCUPANCIES AT MAJOR CORDONS

CORDON	Inbound			Outbound		
	7:00 a.m-9:00 a.m.	4:00 p.m-6:00 p.m.	7:00 a.m-7:00 p.m.	7:00 a.m-9:00 a.m.	4:00 p.m-6:00 p.m.	7:00 a.m-7:00 p.m.
Metro Boundary						
1975	1.238	1.382	1.335	1.237	1.374	1.351
1977	1.243	1.359	1.326	1.234	1.331	1.324
1979	1.221	1.310	1.286	1.176	1.285	1.274
1981	1.219	1.290	1.268	1.182	1.283	1.266
1983	1.234	1.316	1.287	1.190	1.279	1.276
1985	1.216	1.293	1.262	1.174	1.255	1.245
1987	1.197	1.290	1.262	1.169	1.250	1.243
Suburban						
1975	1.277	1.335	1.312	1.213	1.337	1.312
1977	1.266	1.304	1.304	1.192	1.318	1.294
1979	1.250	1.289	1.279	1.180	1.298	1.276
1981	1.231	1.276	1.264	1.168	1.290	1.261
1983	1.266	1.305	1.292	1.160	1.304	1.273
1985	1.228	1.264	1.259	1.160	1.250	1.239
1987	1.222	1.260	1.254	1.159	1.272	1.245
Central Area						
1975	1.356	1.353	1.344	1.199	1.388	1.324
1977	1.346	1.364	1.344	1.166	1.383	1.317
1979	1.381	1.331	1.345	1.175	1.415	1.325
1981	1.319	1.334	1.320	1.182	1.348	1.300
1983	1.318	1.310	1.317	1.170	1.351	1.295
1985	1.294	1.312	1.302	1.156	1.327	1.279
1987	1.250	1.276	1.262	1.162	1.316	1.270
Extended Core						
1985	1.279	1.329	1.316	1.183	1.322	1.276
1986	1.294	1.308	1.329	1.183	1.332	1.279
1987	1.248	1.306	1.279	1.196	1.323	1.283
Downtown Core						
1975	1.432	1.438	1.410	1.240	1.496	1.393
1977	1.400	1.440	1.404	1.244	1.497	1.395
1979	1.393	1.394	1.376	1.222	1.469	1.360
1981	1.348	1.390	1.369	1.233	1.442	1.363
1982	1.347	1.389	1.342	1.215	1.440	1.341
1984	1.370	1.378	1.367	1.197	1.407	1.334
1986	1.337	1.350	1.325	1.197	1.392	1.315

NOTE: Taxis excluded

Metro Cordon Count Program 1987

EXHIBIT 22B:
AUTO OCCUPANCY TRENDS AT CORDONS 1975-1987



NOTE: Taxis excluded
METRO CORDON COUNT PROGRAM 1987

EXHIBIT 23: VEHICLE TRIPS CROSSING METRO BOUNDARY CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.	
	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%
West																					
1975	38,918	34,278	88.1%	4,526	11.6%	114	0.3%	40,347	35,981	89.2%	4,216	10.4%	150	0.4%	319,525	263,166	82.4%	55,064	17.2%	1,295	0.4%
1977	47,928	42,839	89.4%	4,908	10.2%	181	0.4%	46,696	42,021	90.0%	4,444	9.5%	231	0.5%	363,607	300,663	82.7%	60,998	16.8%	1,946	0.5%
1979	51,405	46,068	89.6%	5,081	9.9%	256	0.5%	55,004	50,217	91.3%	4,508	8.2%	279	0.5%	417,581	353,586	84.7%	61,756	14.8%	2,239	0.5%
1981	60,720	55,028	90.6%	5,388	8.9%	304	0.5%	60,039	54,692	91.1%	5,008	8.3%	339	0.6%	470,996	403,645	85.7%	64,690	13.7%	2,661	0.6%
1983	58,645	52,446	89.4%	5,857	10.0%	342	0.6%	58,759	53,206	90.5%	5,195	8.8%	358	0.6%	470,302	397,348	84.5%	69,859	14.9%	3,095	0.7%
1985	64,020	57,128	89.2%	6,567	10.3%	325	0.5%	65,139	58,298	89.5%	6,478	9.9%	363	0.6%	517,443	438,995	84.8%	75,234	14.5%	3,214	0.6%
1987	71,730	63,048	87.9%	8,226	11.5%	456	0.6%	69,287	61,558	88.8%	7,365	10.6%	364	0.5%	588,187	490,051	83.3%	94,243	16.0%	3,893	0.7%
North																					
1975	26,242	22,217	84.7%	3,898	14.9%	127	0.5%	28,073	23,840	84.9%	4,112	14.6%	121	0.4%	204,238	163,883	80.2%	39,523	19.4%	832	0.4%
1977	31,279	26,639	85.2%	4,421	14.1%	219	0.7%	31,789	27,745	87.3%	3,865	12.2%	179	0.6%	233,918	189,215	80.9%	43,251	18.5%	1,452	0.6%
1979	33,921	29,534	87.1%	4,161.	12.3%	226	0.7%	34,664	31,154	89.9%	3,309	9.5%	201	0.6%	254,150	211,343	83.2%	41,251	16.2%	1,556	0.6%
1981	41,222	36,205	87.8%	4,756	11.5%	261	0.6%	42,177	37,243	88.3%	4,699	11.1%	235	0.6%	316,121	262,982	83.2%	51,242	16.2%	1,897	0.6%
1983	47,418	41,393	87.3%	5,684	12.0%	341	0.7%	46,469	40,867	87.9%	5,323	11.5%	279	0.6%	360,293	296,850	82.4%	61,163	17.0%	2,280	0.6%
1985	54,535	48,022	88.1%	6,142	11.3%	371	0.7%	54,357	48,213	88.7%	5,856	10.8%	288	0.5%	429,574	359,089	83.6%	68,028	15.8%	2,457	0.6%
1987	63,196	55,520	87.9%	7,226	11.4%	450	0.7%	63,198	55,044	87.1%	7,748	12.3%	406	0.6%	519,501	432,012	83.2%	84,118	16.2%	3,371	0.6%
East																					
1975	7,869	6,701	85.2%	1,150	14.6%	18	0.2%	7,629	6,567	86.1%	1,044	13.7%	18	0.2%	57,649	45,094	78.2%	12,355	21.4%	200	0.3%
1977	11,366	9,925	87.3%	1,402	12.3%	39	0.3%	10,113	8,866	87.7%	1,228	12.1%	19	0.2%	73,166	57,890	79.1%	14,922	20.4%	354	0.5%
1979	11,755	10,664	90.7%	1,057	9.0%	34	0.3%	12,254	11,308	92.3%	916	7.5%	30	0.2%	77,185	65,106	84.4%	11,753	15.2%	326	0.4%
1981	12,184	11,035	90.6%	1,103	9.1%	46	0.4%	12,920	11,913	92.2%	964	7.5%	43	0.3%	83,932	71,272	84.9%	12,341	14.7%	319	0.4%
1983	13,147	11,710	89.1%	1,389	10.6%	48	0.4%	14,358	13,084	91.1%	1,224	8.5%	50	0.3%	91,465	76,177	83.3%	14,840	16.2%	448	0.5%
1985	14,170	12,918	91.2%	1,196	8.4%	56	0.4%	15,567	14,118	90.7%	1,399	9.0%	50	0.3%	103,339	87,533	84.7%	15,368	14.9%	438	0.4%
1987	15,624	14,233	91.1%	1,325	8.5%	66	0.4%	15,915	14,038	88.2%	1,826	11.5%	51	0.3%	120,086	100,257	83.5%	19,306	16.1%	523	0.4%
TOTAL																					
1975	73,029	63,196	86.5%	9,574	13.1%	259	0.4%	76,049	66,388	87.3%	9,372	12.3%	289	0.4%	581,412	472,143	81.2%	106,942	18.4%	2,327	0.4%
1977	90,573	79,403	87.7%	10,731	11.8%	439	0.5%	88,598	78,632	88.8%	9,537	10.8%	429	0.5%	670,691	547,768	81.7%	119,171	17.8%	3,752	0.6%
1979	97,081	86,266	88.9%	10,299	10.6%	516	0.5%	101,922	92,679	90.9%	8,733	8.6%	510	0.5%	748,916	630,035	84.1%	114,760	15.3%	4,121	0.6%
1981	114,126	102,268	89.6%	11,247	9.9%	611	0.5%	115,136	103,848	90.2%	10,671	9.3%	617	0.5%	871,049	737,899	84.7%	128,273	14.7%	4,877	0.6%
1983	119,210	105,549	88.5%	12,930	10.8%	731	0.6%	119,586	107,157	89.6%	11,742	9.8%	687	0.6%	922,060	770,375	83.5%	145,862	15.8%	5,823	0.6%
1985	132,725	118,068	89.0%	13,905	10.5%	752	0.6%	135,063	120,629	89.3%	13,733	10.2%	701	0.5%	1,050,356	885,617	84.3%	158,630	15.1%	6,109	0.6%
1987	150,550	132,801	88.2%	16,777	11.1%	972	0.6%	148,400	130,640	88.0%	16,939	11.4%	821	0.6%	1,227,774	1,022,320	83.3%	197,667	16.1%	7,787	0.6%

Metro Cordon Count Program 1987

EXHIBIT 24: VEHICLE TRIPS CROSSING SUBURBAN CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.	
	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%
West																					
1975	29,216	26,447	90.5%	2,577	8.8%	192	0.7%	28,958	26,438	91.3%	2,323	8.0%	197	0.7%	225,615	192,074	85.1%	31,664	14.0%	1,877	0.8%
1977	29,750	26,859	90.3%	2,706	9.1%	185	0.6%	28,829	26,281	91.2%	2,355	8.2%	193	0.7%	229,657	197,248	85.9%	30,588	13.3%	1,821	0.8%
1979	31,579	28,460	90.1%	2,896	9.2%	223	0.7%	33,333	30,500	91.5%	2,622	7.9%	211	0.6%	243,819	209,054	85.7%	32,689	13.4%	2,076	0.9%
1981	31,206	27,767	89.0%	3,165	10.1%	274	0.9%	31,560	28,675	90.9%	2,653	8.4%	232	0.7%	247,032	211,565	85.6%	33,418	13.5%	2,049	0.8%
1983	29,829	26,637	89.3%	2,911	9.8%	281	0.9%	32,420	29,400	90.7%	2,778	8.6%	242	0.7%	245,241	210,145	85.7%	32,627	13.3%	2,469	1.0%
1985	33,416	29,703	88.9%	3,444	10.3%	269	0.8%	34,106	30,954	90.8%	2,914	8.5%	238	0.7%	273,134	233,937	85.6%	36,835	13.5%	2,362	0.9%
1987	34,428	30,876	89.7%	3,301	9.6%	251	0.7%	31,476	28,378	90.2%	2,871	9.1%	227	0.7%	283,327	247,224	87.3%	33,731	11.9%	2,372	0.8%
North																					
1975	61,604	54,170	87.9%	6,934	11.3%	500	0.8%	63,419	57,000	89.9%	5,994	9.5%	425	0.7%	527,411	444,229	84.2%	79,003	15.0%	4,179	0.8%
1977	68,019	61,150	89.9%	6,263	9.2%	606	0.9%	69,444	63,150	90.9%	5,780	8.3%	514	0.7%	576,564	494,694	85.8%	76,593	13.3%	5,277	0.9%
1979	71,181	64,562	90.7%	6,010	8.4%	609	0.9%	72,596	67,268	92.7%	4,819	6.6%	509	0.7%	610,395	533,099	87.3%	71,996	11.8%	5,300	0.9%
1981	71,952	64,887	90.2%	6,416	8.9%	649	0.9%	79,019	72,649	91.9%	5,850	7.4%	520	0.7%	650,142	570,220	87.7%	74,030	11.4%	5,892	0.9%
1983	76,218	67,134	88.1%	8,248	10.8%	836	1.1%	76,936	69,021	89.7%	7,219	9.4%	696	0.9%	672,291	575,203	85.6%	89,915	13.4%	7,173	1.1%
1985	75,943	67,501	88.9%	7,578	10.0%	864	1.1%	81,999	74,151	90.4%	7,154	8.7%	694	0.8%	709,128	612,611	86.4%	89,131	12.6%	7,386	1.0%
1987	81,162	70,959	87.4%	9,290	11.4%	913	1.1%	86,793	77,576	89.4%	8,476	9.8%	741	0.9%	774,367	659,699	85.2%	106,846	13.8%	7,822	1.0%
East																					
1975	16,635	14,866	89.4%	1,541	9.3%	228	1.4%	18,251	16,600	91.0%	1,450	7.9%	201	1.1%	128,071	109,033	85.1%	17,323	13.5%	1,715	1.3%
1977	18,423	16,964	92.1%	1,216	6.6%	243	1.3%	17,775	16,562	93.2%	1,011	5.7%	202	1.1%	130,348	112,045	86.0%	16,207	12.4%	2,096	1.6%
1979	19,741	17,724	89.8%	1,748	8.9%	269	1.4%	20,020	18,514	92.5%	1,260	6.3%	246	1.2%	137,412	118,042	85.9%	17,142	12.5%	2,228	1.6%
1981	19,857	18,039	90.8%	1,504	7.6%	314	1.6%	20,968	19,417	92.6%	1,276	6.1%	275	1.3%	143,596	124,507	86.7%	16,481	11.5%	2,608	1.8%
1983	20,367	17,936	88.1%	2,060	10.1%	371	1.8%	21,680	19,330	89.2%	2,032	9.4%	318	1.5%	147,114	123,486	83.9%	20,618	14.0%	3,010	2.0%
1985	21,697	19,143	88.2%	2,148	9.9%	406	1.9%	22,927	20,237	88.3%	2,379	10.4%	311	1.4%	156,168	130,402	83.5%	22,546	14.4%	3,220	2.1%
1987	23,577	20,490	86.9%	2,614	11.1%	473	2.0%	23,647	20,992	88.8%	2,303	9.7%	352	1.5%	164,116	136,974	83.5%	23,527	14.3%	3,615	2.2%
TOTAL																					
1975	107,455	95,483	88.9%	11,052	10.3%	920	0.9%	110,628	100,038	90.4%	9,767	8.8%	823	0.7%	881,097	745,336	84.6%	127,990	14.5%	7,771	0.9%
1977	116,192	104,973	90.3%	10,185	8.8%	1,034	0.9%	116,048	105,993	91.3%	9,146	7.9%	909	0.8%	936,569	803,987	85.8%	123,388	13.2%	9,194	1.0%
1979	122,501	110,746	90.4%	10,654	8.7%	1,101	0.9%	125,949	116,282	92.3%	8,701	6.9%	966	0.8%	991,626	860,195	86.7%	121,827	12.3%	9,604	1.0%
1981	123,015	110,693	90.0%	11,085	9.0%	1,237	1.0%	131,547	120,741	91.8%	9,779	7.4%	1,027	0.8%	1,040,770	906,292	87.1%	123,929	11.9%	10,549	1.0%
1983	126,414	111,707	88.4%	13,219	10.5%	1,488	1.2%	131,036	117,751	89.9%	12,029	9.2%	1,256	1.0%	1,064,646	908,834	85.4%	143,160	13.4%	12,652	1.2%
1985	131,056	116,347	88.8%	13,170	10.0%	1,539	1.2%	139,032	125,342	90.2%	12,447	9.0%	1,243	0.9%	1,138,430	976,950	85.8%	148,512	13.0%	12,968	1.1%
1987	139,167	122,325	87.9%	15,205	10.9%	1,637	1.2%	141,916	126,946	89.5%	13,650	9.6%	1,320	0.9%	1,221,810	1,043,897	85.4%	164,104	13.4%	13,809	1.1%

Metro Cordon Count Program - 1987

EXHIBIT 25: VEHICLE TRIPS CROSSING CENTRAL AREA CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.	
	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%
West																					
1975	23,552	20,884	88.7%	2,314	9.8%	354	1.5%	27,211	24,711	90.8%	2,144	7.9%	356	1.3%	207,883	174,172	83.8%	30,596	14.7%	3,115	1.5%
1977	25,225	22,278	88.3%	2,608	10.3%	339	1.3%	26,770	24,189	90.4%	2,245	8.4%	336	1.3%	210,503	176,622	83.9%	30,806	14.6%	3,075	1.5%
1979	25,832	22,736	88.0%	2,763	10.7%	333	1.3%	29,155	26,154	89.7%	2,667	9.1%	334	1.1%	218,853	181,852	83.1%	33,913	15.5%	3,088	1.4%
1981	24,715	21,482	86.9%	2,887	11.7%	346	1.4%	25,114	22,130	88.1%	2,652	10.6%	332	1.3%	215,578	177,655	82.4%	34,724	16.1%	3,199	1.5%
1983	26,599	23,466	88.2%	2,779	10.4%	354	1.3%	26,670	23,743	89.0%	2,608	9.8%	319	1.2%	226,595	190,434	84.0%	33,058	14.6%	3,103	1.4%
1985	28,494	25,057	87.9%	3,111	10.9%	326	1.1%	28,323	25,121	88.7%	2,896	10.2%	306	1.1%	237,802	198,479	83.5%	36,134	15.2%	3,189	1.3%
1986	27,379	24,325	88.8%	2,732	10.0%	322	1.2%	26,206	23,218	88.6%	2,709	10.3%	279	1.1%	233,062	196,721	84.4%	33,165	14.2%	3,176	1.4%
1987	26,562	22,852	86.0%	3,402	12.8%	308	1.2%	26,325	22,761	86.5%	3,306	12.6%	258	1.0%	239,339	198,155	82.8%	38,292	16.0%	2,892	1.2%
1986*	28,707	25,493	88.8%	2,881	10.0%	333	1.2%	27,149	24,092	88.7%	2,777	10.2%	280	1.0%	244,770	206,951	84.5%	34,581	14.1%	3,238	1.3%
1987*	28,978	24,910	86.0%	3,740	12.9%	328	1.1%	28,802	24,952	86.6%	3,584	12.4%	266	0.9%	260,194	215,191	82.7%	41,937	16.1%	3,066	1.2%
North																					
1975	12,179	11,426	93.8%	665	5.5%	88	0.7%	14,557	13,789	94.7%	673	4.6%	95	0.7%	104,904	95,490	91.0%	8,824	8.4%	590	0.6%
1977	13,570	12,570	92.6%	877	6.5%	123	0.9%	15,307	14,375	93.9%	818	5.3%	114	0.7%	114,100	102,680	90.0%	10,404	9.1%	1,016	0.9%
1979	12,964	11,847	91.4%	1,024	7.9%	93	0.7%	14,992	13,846	92.4%	1,066	7.1%	80	0.5%	113,815	100,973	88.7%	12,109	10.6%	733	0.6%
1981	13,436	12,332	91.8%	1,014	7.5%	90	0.7%	15,590	14,474	92.8%	1,035	6.6%	81	0.5%	116,179	103,353	89.0%	11,963	10.3%	863	0.7%
1983	13,333	12,246	91.8%	993	7.4%	94	0.7%	15,232	14,074	92.4%	1,089	7.1%	69	0.5%	119,024	106,247	89.3%	11,944	10.0%	833	0.7%
1985	13,763	12,657	92.0%	1,019	7.4%	87	0.6%	15,604	14,433	92.5%	1,093	7.0%	78	0.5%	122,198	108,804	89.0%	12,627	10.3%	767	0.6%
1986	14,444	13,355	92.5%	1,029	7.1%	60	0.4%	14,519	13,341	91.9%	1,097	7.6%	81	0.6%	117,412	105,941	90.2%	10,721	9.1%	750	0.6%
1987	15,219	13,686	89.9%	1,439	9.5%	94	0.6%	14,743	13,367	90.7%	1,307	8.9%	69	0.5%	126,521	110,720	87.5%	14,960	11.8%	841	0.7%
East																					
1975	30,092	26,880	89.3%	2,952	9.8%	260	0.9%	28,968	26,376	91.1%	2,327	8.0%	265	0.9%	209,537	174,397	83.2%	32,571	15.5%	2,569	1.2%
1977	30,037	26,740	89.0%	3,040	10.1%	257	0.9%	28,325	25,414	89.7%	2,660	9.4%	251	0.9%	215,700	180,256	83.6%	32,963	15.3%	2,481	1.2%
1979	34,178	30,420	89.0%	3,509	10.3%	249	0.7%	30,439	27,279	89.6%	2,922	9.6%	238	0.8%	230,564	191,869	83.2%	36,353	15.8%	2,342	1.0%
1981	31,264	27,415	87.7%	3,546	11.3%	303	1.0%	30,605	27,362	89.4%	2,974	9.7%	269	0.9%	225,159	186,278	82.7%	36,187	16.1%	2,694	1.2%
1983	30,853	27,080	87.8%	3,453	11.2%	320	1.0%	29,922	26,761	89.4%	2,872	9.6%	289	1.0%	234,689	195,625	83.4%	36,218	15.4%	2,846	1.2%
1985	30,877	26,824	86.9%	3,750	12.1%	303	1.0%	31,150	27,695	88.9%	3,179	10.2%	276	0.9%	240,074	199,144	83.0%	38,219	15.9%	2,711	1.1%
1986	34,467	30,706	89.1%	3,444	10.0%	317	0.9%	29,474	26,414	89.6%	2,749	9.3%	311	1.1%	245,645	209,401	85.2%	33,403	13.6%	2,841	1.2%
1987	33,812	29,441	87.1%	4,091	12.1%	280	0.8%	31,291	27,336	87.4%	3,689	11.8%	266	0.9%	257,834	212,668	82.5%	42,505	16.5%	2,661	1.0%
TOTAL																					
1975	65,823	59,190	89.9%	5,931	9.0%	702	1.1%	70,736	64,876	91.7%	5,144	7.3%	716	1.0%	522,324	444,059	85.0%	71,991	13.8%	6,274	1.2%
1977	68,832	61,588	89.5%	6,525	9.5%	719	1.0%	70,402	63,978	90.9%	5,723	8.1%	701	1.0%	540,303	459,558	85.1%	74,173	13.7%	6,572	1.2%
1979	72,974	65,003	89.1%	7,296	10.0%	675	0.9%	74,586	67,279	90.2%	6,655	8.9%	652	0.9%	563,232	474,694	84.3%	82,375	14.6%	6,163	1.1%
1981	69,415	61,229	88.2%	7,447	10.7%	739	1.1%	71,309	63,966	89.7%	6,661	9.3%	682	1.0%	556,916	467,286	83.9%	82,874	14.9%	6,756	1.2%
1983	70,785	62,792	88.7%	7,225	10.2%	768	1.1%	71,824	64,578	89.9%	6,569	9.1%	677	0.9%	580,308	492,306	84.8%	81,220	14.0%	6,782	1.2%
1985	73,134	64,538	88.2%	7,880	10.8%	716	1.0%	75,077	67,249	89.6%	7,168	9.5%	660	0.9%	600,074	506,427	84.4%	86,980	14.5%	6,667	1.1%
1986	76,290	68,386	89.6%	7,205	9.4%	699	0.9%	70,199	62,973	89.7%	6,555	9.3%	671	1.0%	596,119	512,063	85.9%	77,289	13.0%	6,767	1.1%
1987	75,593	65,979	87.3%	8,932	11.8%	682	0.9%	72,359	63,464	87.7%	8,302	11.5%	593	0.8%	623,694	521,543	83.6%	95,757	15.4%	6,394	1.0%
1986*	77,618	69,554	89.6%	7,354	9.5%	710	0.9%	71,142	63,847	89.7%	6,623	9.3%	672	0.9%	607,827	522,293	85.9%	78,705	12.9%	6,829	1.1%
1987*	78,009	68,037	87.2%	9,270	11.9%	702	0.9%	74,836	65,655	87.7%	8,580	11.5%	601	0.8%	644,549	538,579	83.6%	99,402	15.4%	6,568	1.0%

* Includes new count stations added to West screenline in 1986

Metro Cordon Count Program 1987

EXHIBIT 26: VEHICLE TRIPS CROSSING EXTENDED CORE CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.	
	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%
West																					
1985	25,051	22,158	88.5%	2,719	10.9%	174	0.7%	26,034	23,226	89.2%	2,618	10.1%	190	0.7%	232,153	195,060	84.0%	34,891	15.0%	2,202	0.9%
1986	26,172	23,225	88.7%	2,782	10.6%	165	0.6%	23,242	20,436	87.9%	2,633	11.3%	173	0.7%	241,544	202,610	83.9%	36,742	15.2%	2,192	0.9%
1987	22,570	19,463	86.2%	2,919	12.9%	188	0.8%	24,862	21,801	87.7%	2,863	11.5%	198	0.8%	241,934	202,400	83.7%	37,385	15.5%	2,149	0.9%
North																					
1985	8,382	7,451	88.9%	781	9.3%	150	1.8%	10,693	9,800	91.6%	742	6.9%	151	1.4%	107,883	93,946	87.1%	12,443	11.5%	1,494	1.4%
1986	8,650	7,661	88.6%	852	9.8%	137	1.6%	11,758	10,647	90.6%	967	8.2%	144	1.2%	115,493	99,606	86.2%	14,409	12.5%	1,478	1.3%
1987	9,022	7,912	87.7%	984	10.9%	126	1.4%	10,876	9,535	87.7%	1,193	11.0%	148	1.4%	110,729	94,003	84.9%	15,380	13.9%	1,346	1.2%
East																					
1985	17,918	15,526	86.7%	2,200	12.3%	192	1.1%	20,943	18,405	87.9%	2,353	11.2%	185	0.9%	161,730	133,386	82.5%	26,562	16.4%	1,782	1.1%
1986	22,918	19,859	86.7%	2,866	12.5%	193	0.8%	21,080	18,548	88.0%	2,332	11.1%	200	0.9%	186,754	153,159	82.0%	31,550	16.9%	2,045	1.1%
1987	23,534	20,398	86.7%	2,906	12.3%	230	1.0%	19,471	16,777	86.2%	2,530	13.0%	164	0.8%	176,431	142,838	81.0%	31,785	18.0%	1,808	1.0%
TOTAL																					
1985	51,351	45,135	87.9%	5,700	11.1%	516	1.0%	57,670	51,431	89.2%	5,713	9.9%	526	0.9%	501,766	422,392	84.2%	73,896	14.7%	5,478	1.1%
1986	57,740	50,745	87.9%	6,500	11.3%	495	0.9%	56,080	49,631	88.5%	5,932	10.6%	517	0.9%	543,791	455,375	83.7%	82,701	15.2%	5,715	1.1%
1987	55,126	47,773	86.7%	6,809	12.4%	544	1.0%	55,209	48,113	87.1%	6,586	11.9%	510	0.9%	529,094	439,241	83.0%	84,550	16.0%	5,303	1.0%

Metro Cordon Count Program 1987

EXHIBIT 27: VEHICLE TRIPS CROSSING DOWNTOWN CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.	
	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%
West																					
1975	12,752	11,031	86.5%	1,317	10.3%	404	3.2%	19,721	18,005	91.3%	1,267	6.4%	449	2.3%	176,027	151,740	86.2%	20,295	11.5%	3,992	2.3%
1977	13,143	11,449	87.1%	1,268	9.6%	426	3.2%	21,432	19,620	91.5%	1,341	6.3%	471	2.2%	181,603	157,485	86.7%	20,008	11.0%	4,110	2.3%
1979	13,471	11,616	86.2%	1,443	10.7%	412	3.1%	20,979	19,000	90.6%	1,521	7.3%	458	2.2%	183,071	156,255	85.4%	22,777	12.4%	4,039	2.2%
1981	13,036	11,159	85.6%	1,478	11.3%	399	3.1%	20,945	18,906	90.3%	1,662	7.9%	377	1.8%	187,969	160,086	85.2%	23,976	12.8%	3,907	2.1%
1982	12,844	10,969	85.4%	1,513	11.8%	362	2.8%	20,674	18,636	90.1%	1,642	7.9%	396	1.9%	184,690	158,304	85.7%	22,549	12.2%	3,837	2.1%
1984	14,405	12,478	86.6%	1,535	10.7%	392	2.7%	23,307	21,099	90.5%	1,780	7.6%	428	1.8%	206,605	177,852	86.1%	24,561	11.9%	4,192	2.0%
1986	15,631	13,526	86.5%	1,724	11.0%	381	2.4%	22,661	20,267	89.4%	1,989	8.8%	405	1.8%	204,994	174,216	85.0%	26,890	13.1%	3,888	1.9%
North																					
1975	3,676	3,425	93.2%	240	6.5%	11	0.3%	4,443	4,218	94.9%	202	4.5%	23	0.5%	33,016	29,523	89.4%	3,327	10.1%	166	0.5%
1977	2,966	2,760	93.1%	196	6.6%	10	0.3%	3,955	3,694	93.4%	247	6.2%	14	0.4%	29,667	26,323	88.7%	3,190	10.8%	154	0.5%
1979	3,728	3,418	91.7%	299	8.0%	11	0.3%	4,454	4,157	93.3%	286	6.4%	11	0.2%	33,742	29,650	87.9%	3,950	11.7%	142	0.4%
1981	3,576	3,272	91.5%	294	8.2%	10	0.3%	4,596	4,265	92.8%	322	7.0%	9	0.2%	33,940	29,506	86.9%	4,273	12.6%	161	0.5%
1982	3,589	3,321	92.5%	263	7.3%	5	0.1%	4,633	4,334	93.5%	286	6.2%	13	0.3%	36,300	31,867	87.8%	4,285	11.8%	148	0.4%
1984	3,704	3,416	92.2%	279	7.5%	9	0.2%	4,425	4,130	93.3%	288	6.5%	7	0.2%	37,874	33,312	88.0%	4,443	11.7%	119	0.3%
1986	3,821	3,480	91.1%	336	8.8%	5	0.1%	4,799	4,360	90.9%	424	8.8%	15	0.3%	38,407	33,298	86.7%	4,993	13.0%	116	0.3%
East																					
1975	16,764	15,103	90.1%	1,345	8.0%	316	1.9%	17,597	16,136	91.7%	1,148	6.5%	313	1.8%	143,985	124,096	86.2%	16,973	11.8%	2,916	2.0%
1977	17,620	15,884	90.1%	1,450	8.2%	286	1.6%	19,577	17,991	91.9%	1,300	6.6%	286	1.5%	152,662	132,331	86.7%	17,628	11.5%	2,703	1.8%
1979	18,263	16,403	89.8%	1,574	8.6%	286	1.6%	18,963	17,245	90.9%	1,427	7.5%	291	1.5%	156,133	133,619	85.6%	19,823	12.7%	2,691	1.7%
1981	20,433	18,002	88.1%	2,096	10.3%	335	1.6%	19,116	17,261	90.3%	1,582	8.3%	273	1.4%	165,362	139,909	84.6%	22,707	13.7%	2,746	1.7%
1982	17,474	15,512	88.8%	1,644	9.4%	318	1.8%	19,403	17,587	90.6%	1,518	7.8%	298	1.5%	157,946	135,215	85.6%	19,919	12.6%	2,812	1.8%
1984	21,260	19,144	90.0%	1,799	8.5%	317	1.5%	19,654	17,832	90.7%	1,520	7.7%	302	1.5%	174,664	151,445	86.7%	20,420	11.7%	2,799	1.6%
1986	19,367	17,162	88.6%	1,915	9.9%	290	1.5%	20,087	18,131	90.3%	1,665	8.3%	291	1.4%	168,682	143,492	85.1%	22,464	13.3%	2,726	1.6%
South																					
1975	4,909	4,422	90.1%	374	7.6%	113	2.3%	3,407	3,015	88.5%	310	9.1%	82	2.4%	38,167	32,752	85.8%	4,413	11.6%	1,002	2.6%
1977	5,553	5,062	91.2%	395	7.1%	96	1.7%	3,229	2,909	90.1%	227	7.0%	93	2.9%	38,262	33,305	87.0%	3,938	10.3%	1,019	2.7%
1979	5,146	4,625	89.9%	423	8.2%	98	1.9%	3,382	3,033	89.7%	269	8.0%	80	2.4%	37,933	32,751	86.3%	4,230	11.2%	952	2.5%
1981	5,378	4,730	88.0%	542	10.1%	106	2.0%	2,472	2,186	88.4%	206	8.3%	80	3.2%	37,790	32,223	85.3%	4,602	12.2%	965	2.6%
1982	5,426	4,848	89.3%	483	8.9%	95	1.8%	3,151	2,819	89.5%	265	8.4%	67	2.1%	38,029	32,593	85.7%	4,525	11.9%	911	2.4%
1984	5,868	5,256	89.6%	506	8.6%	106	1.8%	3,449	3,116	90.3%	258	7.5%	75	2.2%	41,602	35,694	85.8%	4,852	11.7%	1,056	2.5%
1986	6,791	6,099	89.8%	622	9.2%	70	1.0%	3,208	2,802	87.3%	352	11.0%	54	1.7%	43,871	37,347	85.1%	5,758	13.1%	766	1.7%
TOTAL																					
1975	38,101	33,981	89.2%	3,276	8.6%	844	2.2%	45,168	41,374	91.6%	2,927	6.5%	867	1.9%	391,195	338,111	86.4%	45,008	11.5%	8,076	2.1%
1977	39,282	35,155	89.5%	3,309	8.4%	818	2.1%	48,193	44,214	91.7%	3,115	6.5%	864	1.8%	402,194	349,444	86.9%	44,764	11.1%	7,986	2.0%
1979	40,608	36,062	88.8%	3,739	9.2%	807	2.0%	47,778	43,435	90.9%	3,503	7.3%	840	1.8%	410,879	352,275	85.7%	50,780	12.4%	7,824	1.9%
1981	42,423	37,163	87.6%	4,410	10.4%	850	2.0%	47,129	42,618	90.4%	3,772	8.0%	739	1.6%	425,061	361,724	85.1%	55,558	13.1%	7,779	1.8%
1982	39,333	34,650	88.1%	3,903	9.9%	780	2.0%	47,861	43,376	90.6%	3,711	7.8%	774	1.6%	416,965	357,979	85.9%	51,278	12.3%	7,708	1.8%
1984	45,237	40,294	89.1%	4,119	9.1%	824	1.8%	50,835	46,177	90.8%	3,846	7.6%	812	1.6%	460,745	398,303	86.4%	54,276	11.8%	8,166	1.8%
1986	45,610	40,267	88.3%	4,597	10.1%	746	1.6%	50,755	45,560	89.8%	4,430	8.7%	765	1.5%	455,954	388,353	85.2%	60,105	13.2%	7,496	1.6%

Metro Cordon Count Program 1987

EXHIBIT 28: VEHICLE TRIPS CROSSING DOWNTOWN CORE CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.		Total	Autos & Taxis		Trucks		Transit Veh.	
	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%	Vehicles	Number	%	Number	%	Number	%
West																					
1975	4,261	3,599	84.5%	468	11.0%	194	4.6%	8,322	7,515	90.3%	530	6.4%	277	3.3%	67,036	56,303	84.0%	8,623	12.9%	2,110	3.1%
1977	4,335	3,682	84.9%	446	10.3%	207	4.8%	9,163	8,335	91.0%	537	5.9%	291	3.2%	71,268	60,457	84.8%	8,616	12.1%	2,195	3.1%
1979	4,423	3,699	83.6%	525	11.9%	199	4.5%	9,319	8,393	90.1%	632	6.8%	294	3.2%	72,569	61,025	84.1%	9,407	13.0%	2,137	2.9%
1981	4,041	3,441	85.2%	441	10.9%	159	3.9%	9,230	8,363	90.6%	655	7.1%	212	2.3%	73,542	62,160	84.5%	9,559	13.0%	1,823	2.5%
1982	4,274	3,577	83.7%	549	12.8%	148	3.5%	9,136	8,287	90.7%	639	7.0%	210	2.3%	72,078	60,966	84.6%	9,397	13.0%	1,715	2.4%
1984	4,766	4,072	85.4%	530	11.1%	164	3.4%	10,372	9,339	90.0%	792	7.6%	241	2.3%	82,491	69,926	84.8%	10,595	12.8%	1,970	2.4%
1986	5,390	4,681	86.8%	572	10.6%	137	2.5%	10,116	8,984	88.8%	905	8.9%	227	2.2%	78,575	65,775	83.7%	11,092	14.1%	1,708	2.2%
North																					
1975	3,819	3,249	85.1%	438	11.5%	132	3.5%	5,013	4,595	91.7%	312	6.2%	106	2.1%	54,013	46,273	85.7%	6,614	12.2%	1,126	2.1%
1977	3,696	3,209	86.8%	345	9.3%	142	3.8%	5,291	4,835	91.4%	347	6.6%	109	2.1%	56,241	48,510	86.3%	6,594	11.7%	1,137	2.0%
1979	3,965	3,338	84.2%	475	12.0%	152	3.8%	5,813	5,263	90.5%	449	7.7%	101	1.7%	58,548	49,808	85.1%	7,606	13.0%	1,134	1.9%
1981	3,817	3,264	85.5%	437	11.4%	116	3.0%	6,069	5,545	91.4%	431	7.1%	93	1.5%	60,176	51,125	85.0%	7,939	13.2%	1,112	1.8%
1982	3,931	3,360	85.5%	459	11.7%	112	2.8%	5,885	5,383	91.5%	406	6.9%	96	1.6%	58,529	49,812	85.1%	7,610	13.0%	1,107	1.9%
1984	4,352	3,803	87.4%	425	9.8%	124	2.8%	6,178	5,614	90.9%	446	7.2%	118	1.9%	63,704	54,669	85.8%	7,771	12.2%	1,264	2.0%
1986	4,559	3,876	85.0%	561	12.3%	122	2.7%	6,458	5,742	88.9%	606	9.4%	110	1.7%	66,026	55,516	84.1%	9,342	14.1%	1,168	1.8%
East																					
1975	7,740	6,852	88.5%	696	9.0%	192	2.5%	8,104	7,364	90.9%	557	6.9%	183	2.3%	61,619	51,814	84.1%	8,118	13.2%	1,687	2.7%
1977	8,232	7,292	88.6%	772	9.4%	168	2.0%	8,540	7,762	90.9%	607	7.1%	171	2.0%	63,103	53,395	84.6%	8,195	13.0%	1,513	2.4%
1979	8,672	7,710	88.9%	799	9.2%	163	1.9%	8,590	7,715	89.8%	705	8.2%	170	2.0%	67,408	56,501	83.8%	9,376	13.9%	1,531	2.3%
1981	10,848	9,501	87.6%	1,181	10.9%	166	1.5%	8,323	7,428	89.2%	765	9.2%	130	1.6%	74,788	62,026	82.9%	11,464	15.3%	1,298	1.7%
1982	8,590	7,634	88.9%	813	9.5%	143	1.7%	8,919	8,055	90.3%	705	7.9%	159	1.8%	68,464	58,017	84.7%	9,080	13.3%	1,367	2.0%
1984	11,102	9,966	89.8%	972	8.8%	164	1.5%	9,343	8,444	90.4%	747	8.0%	152	1.6%	78,047	66,865	85.7%	9,871	12.6%	1,311	1.7%
1986	9,645	8,510	88.2%	995	10.3%	140	1.5%	9,518	8,536	89.7%	831	8.7%	151	1.6%	74,021	62,068	83.9%	10,656	14.4%	1,297	1.8%
South																					
1975	4,909	4,422	90.1%	374	7.6%	113	2.3%	3,407	3,015	88.5%	310	9.1%	82	2.4%	38,167	32,752	85.8%	4,413	11.6%	1,002	2.6%
1977	5,553	5,062	91.2%	395	7.1%	96	1.7%	3,229	2,909	90.1%	227	7.0%	93	2.9%	38,262	33,305	87.0%	3,938	10.3%	1,019	2.7%
1979	5,146	4,625	89.9%	423	8.2%	98	1.9%	3,382	3,033	89.7%	269	8.0%	80	2.4%	37,933	32,751	86.3%	4,230	11.2%	952	2.5%
1981	5,378	4,730	88.0%	542	10.1%	106	2.0%	2,472	2,186	88.4%	206	8.3%	80	3.2%	37,790	32,223	85.3%	4,602	12.2%	965	2.6%
1982	5,426	4,848	89.3%	483	8.9%	95	1.8%	3,151	2,819	89.5%	265	8.4%	67	2.1%	38,029	32,593	85.7%	4,525	11.9%	911	2.4%
1984	5,868	5,256	89.6%	506	8.6%	106	1.8%	3,449	3,116	90.3%	258	7.5%	75	2.2%	41,602	35,694	85.8%	4,852	11.7%	1,056	2.5%
1986	6,791	6,099	89.8%	622	9.2%	70	1.0%	3,208	2,802	87.3%	352	11.0%	54	1.7%	43,871	37,347	85.1%	5,758	13.1%	766	1.7%
TOTAL																					
1975	20,729	18,122	87.4%	1,976	9.5%	631	3.0%	24,846	22,489	90.5%	1,709	6.9%	648	2.6%	220,835	187,142	84.7%	27,768	12.6%	5,925	2.7%
1977	21,816	19,245	88.2%	1,958	9.0%	613	2.8%	26,223	23,841	90.9%	1,718	6.6%	664	2.5%	228,874	195,667	85.5%	27,343	11.9%	5,864	2.6%
1979	22,206	19,372	87.2%	2,222	10.0%	612	2.8%	27,104	24,404	90.0%	2,055	7.6%	645	2.4%	236,458	200,085	84.6%	30,619	12.9%	5,754	2.4%
1981	24,084	20,936	86.9%	2,601	10.8%	547	2.3%	26,094	23,522	90.1%	2,057	7.9%	515	2.0%	246,296	207,534	84.3%	33,564	13.6%	5,198	2.1%
1982	22,221	19,419	87.4%	2,304	10.4%	498	2.2%	27,091	24,544	90.6%	2,015	7.4%	532	2.0%	237,100	201,388	84.9%	30,612	12.9%	5,100	2.2%
1984	26,088	23,097	88.5%	2,433	9.3%	558	2.1%	29,342	26,513	90.4%	2,243	7.6%	586	2.0%	265,844	227,154	85.4%	33,089	12.4%	5,601	2.1%
1986	26,385	23,166	87.8%	2,750	10.4%	469	1.8%	29,300	26,064	89.0%	2,694	9.2%	542	1.8%	262,493	220,706	84.1%	36,848	14.0%	4,939	1.9%

Metro Cordon Count Program 1987

EXHIBIT 29: PERSON TRIPS CROSSING METRO BOUNDARY CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail	
	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%
West																					
1975	50,402	42,149	83.6%	2,824	5.6%	5,429	10.8%	57,642	48,866	84.8%	4,370	7.6%	4,406	7.6%	389,691	347,750	89.2%	29,438	7.6%	12,503	3.2%
1977	64,218	52,869	82.3%	4,681	7.3%	6,668	10.4%	68,693	56,334	82.0%	5,948	8.7%	6,411	9.3%	453,101	395,364	87.3%	41,577	9.2%	16,160	3.6%
1979	68,683	55,792	81.2%	4,996	7.3%	7,895	11.5%	76,766	64,127	83.5%	6,053	7.9%	6,586	8.6%	506,927	447,900	88.4%	41,112	8.1%	17,915	3.5%
1981	82,168	65,546	79.8%	6,312	7.7%	10,310	12.5%	86,590	69,363	80.1%	8,206	9.5%	9,021	10.4%	579,017	501,072	86.5%	54,307	9.4%	23,638	4.1%
1983	82,175	64,635	78.7%	6,700	8.2%	10,840	13.2%	84,221	67,613	80.3%	7,266	8.6%	9,342	11.1%	576,604	504,051	87.4%	47,819	8.3%	24,734	4.3%
1985	87,942	68,314	77.7%	7,197	8.2%	12,431	14.1%	90,718	72,207	79.6%	7,966	8.8%	10,545	11.6%	621,075	539,582	86.9%	53,813	8.7%	27,680	4.5%
1987	97,033	74,233	76.5%	8,900	9.2%	13,900	14.3%	97,333	77,187	79.3%	8,232	8.5%	11,914	12.2%	701,234	607,373	86.6%	62,990	9.0%	30,871	4.4%
North																					
1975	29,965	27,683	92.4%	2,282	7.6%	0	0.0%	34,542	32,745	94.8%	1,797	5.2%	0	0.0%	233,694	218,579	93.5%	15,115	6.5%	0	0.0%
1977	36,754	33,066	90.0%	3,688	10.0%	0	0.0%	39,577	36,301	91.7%	3,276	8.3%	0	0.0%	264,939	245,215	92.6%	19,724	7.4%	0	0.0%
1979	38,861	36,008	92.7%	2,409	6.2%	444	1.1%	43,017	39,942	92.9%	2,670	6.2%	405	0.9%	287,775	268,482	93.3%	18,444	6.4%	849	0.3%
1981	49,903	45,067	90.3%	4,281	8.6%	555	1.1%	53,315	47,807	89.7%	5,019	9.4%	489	0.9%	364,958	334,044	91.5%	29,870	8.2%	1,044	0.3%
1983	55,778	50,258	90.1%	4,382	7.9%	1,138	2.0%	57,313	52,022	90.8%	4,561	8.0%	730	1.3%	405,039	374,769	92.5%	28,261	7.0%	2,009	0.5%
1985	65,872	59,110	89.7%	5,520	8.4%	1,242	1.9%	67,641	61,493	90.9%	4,999	7.4%	1,149	1.7%	487,248	452,325	92.8%	32,532	6.7%	2,391	0.5%
1987	75,421	67,143	89.0%	6,661	8.8%	1,617	2.1%	77,461	68,552	88.5%	7,421	9.6%	1,488	1.9%	584,052	538,821	92.3%	42,126	7.2%	3,105	0.5%
East																					
1975	9,662	7,947	82.3%	303	3.1%	1,412	14.6%	10,282	9,172	89.2%	187	1.8%	923	9.0%	71,126	62,714	88.2%	4,899	6.9%	3,513	4.9%
1977	14,715	12,271	83.4%	433	2.9%	2,011	13.7%	13,438	11,617	86.4%	459	3.4%	1,362	10.1%	93,906	80,312	85.5%	8,136	8.7%	5,458	5.8%
1979	15,721	13,006	82.7%	374	2.4%	2,341	14.9%	17,361	14,714	84.8%	528	3.0%	2,119	12.2%	98,689	85,028	86.2%	6,890	7.0%	6,771	6.9%
1981	17,052	13,380	78.5%	732	4.3%	2,940	17.2%	18,999	15,443	81.3%	933	4.9%	2,623	13.8%	109,760	93,043	84.8%	8,679	7.9%	8,038	7.3%
1983	18,840	14,760	78.3%	916	4.9%	3,164	16.8%	20,579	16,961	82.4%	1,088	5.3%	2,530	12.3%	120,790	102,622	85.0%	10,030	8.3%	8,138	6.7%
1985	19,561	15,403	78.7%	1,004	5.1%	3,154	16.1%	21,200	17,211	81.2%	1,011	4.8%	2,978	14.0%	128,220	110,860	86.5%	7,922	6.2%	9,438	7.4%
1987	20,678	16,694	80.7%	1,002	4.8%	2,982	14.4%	20,525	16,997	82.8%	636	3.1%	2,892	14.1%	146,753	126,276	86.0%	11,634	7.9%	8,843	6.0%
TOTAL																					
1975	90,029	77,779	86.4%	5,409	6.0%	6,841	7.6%	102,466	90,783	88.6%	6,354	6.2%	5,329	5.2%	694,511	629,043	90.6%	49,452	7.1%	16,016	2.3%
1977	115,687	98,206	84.9%	8,802	7.6%	8,679	7.5%	121,708	104,252	85.7%	9,683	8.0%	7,773	6.4%	811,946	720,891	88.8%	69,437	8.6%	21,618	2.7%
1979	123,265	104,806	85.0%	7,779	6.3%	10,680	8.7%	137,144	118,783	86.6%	9,251	6.7%	9,110	6.6%	893,391	801,410	89.7%	66,446	7.4%	25,535	2.9%
1981	149,123	123,993	83.1%	11,325	7.6%	13,805	9.3%	158,904	132,613	83.5%	14,158	8.9%	12,133	7.6%	1,053,735	928,159	88.1%	92,856	8.8%	32,720	3.1%
1983	156,793	129,653	82.7%	11,998	7.7%	15,142	9.7%	162,113	136,596	84.3%	12,915	8.0%	12,602	7.8%	1,102,433	981,442	89.0%	86,110	7.8%	34,881	3.2%
1985	173,375	142,827	82.4%	13,721	7.9%	16,827	9.7%	179,559	150,911	84.0%	13,976	7.8%	14,672	8.2%	1,236,543	1,102,767	89.2%	94,267	7.6%	39,509	3.2%
1987	193,132	158,070	81.8%	16,563	8.6%	18,499	9.6%	195,319	162,736	83.3%	16,289	8.3%	16,294	8.3%	1,432,039	1,272,470	88.9%	116,750	8.2%	42,819	3.0%

Metro Cordon Count Program 1987

EXHIBIT 30: PERSON TRIPS CROSSING SUBURBAN CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail	
	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%
West																					
1975	58,542	33,889	57.9%	18,720	32.0%	5,933	10.1%	59,737	34,887	58.4%	19,818	33.2%	5,032	8.4%	364,933	250,242	68.6%	100,782	27.6%	13,909	3.8%
1977	62,034	34,432	55.5%	20,105	32.4%	7,497	12.1%	62,932	35,648	56.6%	20,239	32.2%	7,045	11.2%	378,272	263,715	69.7%	96,575	25.5%	17,982	4.8%
1979	65,690	36,583	55.7%	20,252	30.8%	8,855	13.5%	70,645	40,036	56.7%	22,627	32.0%	7,982	11.3%	393,505	270,838	68.8%	102,200	26.0%	20,467	5.2%
1981	70,337	34,706	49.3%	24,102	34.3%	11,529	16.4%	67,127	38,111	56.8%	18,858	28.1%	10,158	15.1%	399,012	269,337	67.5%	103,258	25.9%	26,417	6.6%
1983	69,893	33,858	48.4%	24,283	34.7%	11,752	16.8%	70,499	38,207	54.2%	22,043	31.3%	10,249	14.5%	412,864	270,108	65.4%	116,044	28.1%	26,712	6.5%
1985	72,385	36,600	50.6%	22,277	30.8%	13,508	18.7%	70,601	37,156	52.6%	21,891	31.0%	11,554	16.4%	424,511	286,587	67.5%	107,997	25.4%	29,927	7.0%
1987	75,484	37,929	50.2%	21,992	29.1%	15,563	20.6%	72,051	36,585	50.8%	22,474	31.2%	12,992	18.0%	462,875	310,515	67.1%	118,640	25.6%	33,720	7.3%
North																					
1975	93,719	67,620	72.2%	26,099	27.8%	0	0.0%	102,054	75,278	73.8%	26,776	26.2%	0	0.0%	706,978	573,277	81.1%	133,701	18.9%	0	0.0%
1977	106,125	75,878	71.5%	30,247	28.5%	0	0.0%	111,450	81,642	73.3%	29,808	26.7%	0	0.0%	784,228	626,883	79.9%	157,345	20.1%	0	0.0%
1979	111,299	78,463	70.5%	31,745	28.5%	1,091	1.0%	120,771	85,148	70.5%	34,680	28.7%	943	0.8%	832,688	665,635	79.9%	165,019	19.8%	2,034	0.2%
1981	116,402	78,145	67.1%	37,018	31.8%	1,239	1.1%	129,333	91,782	71.0%	36,468	28.2%	1,083	0.8%	903,790	706,359	78.2%	195,109	21.6%	2,322	0.3%
1983	125,985	83,746	66.5%	41,102	32.6%	1,137	0.9%	127,283	89,093	70.0%	37,194	29.2%	996	0.8%	939,526	727,468	77.4%	209,925	22.3%	2,133	0.2%
1985	128,446	81,165	63.2%	45,998	35.8%	1,283	1.0%	133,233	92,172	69.2%	39,886	29.9%	1,175	0.9%	985,960	755,922	76.7%	227,580	23.1%	2,458	0.2%
1987	133,998	85,375	63.7%	46,676	34.8%	1,947	1.5%	141,409	96,875	68.5%	42,858	30.3%	1,676	1.2%	1,056,728	810,211	76.7%	242,894	23.0%	3,623	0.3%
East																					
1975	31,409	20,006	63.7%	7,830	24.9%	3,573	11.4%	34,211	23,121	67.6%	8,250	24.1%	2,840	8.3%	196,578	147,064	74.8%	41,407	21.1%	8,107	4.1%
1977	34,932	22,098	63.3%	8,656	24.8%	4,178	12.0%	34,630	21,876	63.2%	8,460	24.4%	4,294	12.4%	201,893	146,440	72.5%	44,784	22.2%	10,669	5.3%
1979	37,879	22,726	60.0%	9,972	26.3%	5,181	13.7%	39,463	25,247	64.0%	9,698	24.6%	4,518	11.4%	215,531	154,612	71.7%	49,051	22.8%	11,868	5.5%
1981	38,203	22,762	59.6%	9,847	25.8%	5,594	14.6%	40,149	25,126	62.6%	9,491	23.6%	5,532	13.8%	227,335	159,276	70.1%	54,359	23.9%	13,700	6.0%
1983	40,531	23,138	57.1%	10,922	26.9%	6,471	16.0%	42,481	25,667	60.4%	11,457	27.0%	5,357	12.6%	234,721	159,895	68.1%	60,571	25.8%	14,255	6.1%
1985	43,238	24,279	56.2%	11,937	27.6%	7,022	16.2%	45,157	26,507	58.7%	12,126	26.9%	6,524	14.4%	247,846	167,015	67.4%	64,127	25.9%	16,704	6.7%
1987	49,023	25,305	51.6%	17,122	34.9%	6,596	13.5%	48,694	27,305	56.1%	14,845	30.5%	6,544	13.4%	269,094	172,610	64.1%	80,327	29.9%	16,157	6.0%
TOTAL																					
1975	183,670	121,515	66.2%	52,649	28.7%	9,506	5.2%	196,002	133,286	68.0%	54,844	28.0%	7,872	4.0%	1,268,489	970,583	76.5%	275,890	21.7%	22,016	1.7%
1977	203,091	132,408	65.2%	59,008	29.1%	11,675	5.7%	209,012	139,166	66.6%	58,507	28.0%	11,339	5.4%	1,364,393	1,037,038	76.0%	298,704	21.9%	28,651	2.1%
1979	214,868	137,772	64.1%	61,969	28.8%	15,127	7.0%	230,879	150,431	65.2%	67,005	29.0%	13,443	5.8%	1,441,724	1,091,085	75.7%	316,270	21.9%	34,369	2.4%
1981	224,942	135,613	60.3%	70,967	31.5%	18,362	8.2%	236,609	155,019	65.5%	64,817	27.4%	16,773	7.1%	1,530,137	1,134,972	74.2%	352,726	23.1%	42,439	2.8%
1983	236,409	140,742	59.5%	76,307	32.3%	19,360	8.2%	240,263	152,967	63.7%	70,694	29.4%	16,602	6.9%	1,587,111	1,157,471	72.9%	386,540	24.4%	43,100	2.7%
1985	244,069	142,044	58.2%	80,212	32.9%	21,813	8.9%	248,991	155,835	62.6%	73,903	29.7%	19,253	7.7%	1,658,317	1,209,524	72.9%	399,704	24.1%	49,089	3.0%
1987	258,505	148,609	57.5%	85,790	33.2%	24,106	9.3%	262,154	160,765	61.3%	80,177	30.6%	21,212	8.1%	1,788,697	1,293,336	72.3%	441,861	24.7%	53,500	3.0%

Metro Cordon Count Program 1987

EXHIBIT 31: PERSON TRIPS CROSSING CENTRAL AREA CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail	
	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%
West																					
1975	85,182	28,178	33.1%	51,302	60.2%	5,702	6.7%	86,621	34,761	40.1%	46,624	53.8%	5,236	6.0%	465,855	229,608	49.3%	222,154	47.7%	14,093	3.0%
1977	86,544	29,583	34.2%	49,583	57.3%	7,378	8.5%	88,401	33,903	38.4%	47,239	53.4%	7,259	8.2%	477,694	232,682	48.7%	226,687	47.5%	18,325	3.8%
1979	83,805	30,421	36.3%	44,508	53.1%	8,876	10.6%	95,195	38,978	40.9%	47,986	50.4%	8,231	8.6%	480,550	241,187	50.2%	218,575	45.5%	20,788	4.3%
1981	87,217	27,914	32.0%	47,761	54.8%	11,542	13.2%	87,679	29,606	33.8%	47,538	54.2%	10,535	12.0%	494,369	229,564	46.4%	237,724	48.1%	27,081	5.5%
1983	91,195	31,025	34.0%	47,355	51.9%	12,815	14.1%	87,327	31,630	36.2%	44,183	50.6%	11,514	13.2%	507,099	243,779	48.1%	235,267	46.4%	28,053	5.5%
1985	90,191	31,910	35.4%	44,175	49.0%	14,106	15.6%	84,406	32,812	38.9%	39,275	46.5%	12,319	14.6%	518,624	251,017	48.4%	236,233	45.5%	31,374	6.0%
1986	90,104	30,978	34.4%	45,051	50.0%	14,075	15.6%	83,817	30,326	36.2%	41,204	49.2%	12,287	14.7%	504,345	248,851	49.3%	224,529	44.5%	30,965	6.1%
1987	90,089	28,435	31.6%	46,241	51.3%	15,413	17.1%	87,177	29,875	34.3%	43,375	49.8%	13,927	16.0%	512,082	246,061	48.1%	231,434	45.2%	34,587	6.8%
1986*	91,705	32,465	35.4%	45,165	49.3%	14,075	15.3%	84,971	31,468	37.0%	41,216	48.5%	12,287	14.5%	518,177	261,805	50.5%	225,407	43.5%	30,965	6.0%
1987*	92,713	30,958	33.4%	46,342	50.0%	15,413	16.6%	90,081	32,738	36.3%	43,416	48.2%	13,927	15.5%	535,185	267,990	50.1%	232,608	43.5%	34,587	6.5%
North																					
1975	48,682	14,942	30.7%	33,740	69.3%	0	0.0%	53,854	18,453	34.3%	35,401	65.7%	0	0.0%	295,533	121,513	41.1%	174,020	58.9%	0	0.0%
1977	59,352	16,496	27.8%	42,856	72.2%	0	0.0%	55,463	19,061	34.4%	36,402	65.6%	0	0.0%	326,204	131,276	40.2%	194,928	59.8%	0	0.0%
1979	57,512	15,402	26.8%	42,110	73.2%	0	0.0%	64,013	18,375	28.7%	45,638	71.3%	0	0.0%	347,495	128,591	37.0%	218,904	63.0%	0	0.0%
1981	67,193	15,263	22.7%	51,930	77.3%	0	0.0%	67,744	18,833	27.8%	48,911	72.2%	0	0.0%	386,018	129,384	33.5%	256,634	66.5%	0	0.0%
1983	66,540	15,503	23.3%	51,037	76.7%	0	0.0%	69,090	18,900	27.4%	50,190	72.6%	0	0.0%	395,422	135,180	34.2%	260,242	65.8%	0	0.0%
1985	65,250	15,773	24.2%	49,477	75.8%	0	0.0%	70,221	18,946	27.0%	51,275	73.0%	0	0.0%	398,941	135,873	34.1%	263,068	65.9%	0	0.0%
1986	71,829	16,643	23.2%	55,186	76.8%	0	0.0%	66,888	17,513	26.2%	49,375	73.8%	0	0.0%	409,576	132,280	32.3%	277,296	67.7%	0	0.0%
1987	68,465	16,576	24.2%	51,889	75.8%	0	0.0%	68,873	17,117	24.9%	51,756	75.1%	0	0.0%	403,062	135,467	33.6%	267,595	66.4%	0	0.0%
East																					
1975	80,323	36,386	45.3%	40,183	50.0%	3,754	4.7%	80,555	35,852	44.5%	41,855	52.0%	2,848	3.5%	419,313	228,606	54.5%	182,183	43.4%	8,524	2.0%
1977	76,361	35,946	47.1%	35,986	47.1%	4,429	5.8%	78,641	34,506	43.9%	40,809	51.9%	3,326	4.2%	413,320	234,298	56.7%	168,961	40.9%	10,061	2.4%
1979	86,995	43,157	49.6%	37,268	42.8%	6,570	7.6%	78,197	37,182	47.5%	35,345	45.2%	5,670	7.3%	430,496	251,606	58.4%	164,201	38.1%	14,689	3.4%
1981	92,417	36,857	39.9%	47,661	51.6%	7,899	8.5%	84,621	36,654	43.3%	41,482	49.0%	6,485	7.7%	451,597	240,310	53.2%	193,857	42.9%	17,430	3.9%
1983	86,880	35,506	40.9%	43,634	50.2%	7,740	8.9%	82,472	35,602	43.2%	40,767	49.4%	6,103	7.4%	455,200	250,950	55.1%	187,665	41.2%	16,585	3.6%
1985	80,848	35,752	43.4%	37,292	46.1%	8,504	10.5%	87,138	36,299	41.7%	43,395	49.8%	7,444	8.5%	462,479	253,131	54.7%	189,917	41.1%	19,431	4.2%
1986	96,274	40,125	41.7%	47,433	49.3%	8,716	9.1%	80,889	34,620	42.8%	39,054	48.3%	7,215	8.9%	483,458	266,302	55.1%	197,870	40.9%	19,286	4.0%
1987	93,115	36,684	39.4%	47,024	50.5%	9,407	10.1%	85,537	35,392	41.4%	42,362	49.5%	7,783	9.1%	495,399	264,356	53.4%	209,905	42.4%	21,138	4.3%
TOTAL																					
1975	214,187	79,506	37.1%	125,225	58.5%	9,456	4.4%	221,030	89,066	40.3%	123,880	56.0%	8,084	3.7%	1,180,701	579,727	49.1%	578,357	49.0%	22,617	1.9%
1977	222,257	82,025	36.9%	128,425	57.8%	11,807	5.3%	222,505	87,470	39.3%	124,450	55.9%	10,585	4.8%	1,217,218	598,256	49.1%	590,576	48.5%	28,386	2.3%
1979	228,312	88,980	39.0%	123,886	54.3%	15,446	6.8%	237,405	94,535	39.8%	128,969	54.3%	13,901	5.9%	1,258,541	621,384	49.4%	601,680	47.8%	35,477	2.8%
1981	246,827	80,034	32.4%	147,352	59.7%	19,441	7.9%	240,044	85,093	35.4%	137,931	57.5%	17,020	7.1%	1,331,984	599,258	45.0%	688,215	51.7%	44,511	3.3%
1983	244,615	82,034	33.5%	142,026	58.1%	20,555	8.4%	238,889	86,132	36.1%	135,140	56.6%	17,617	7.4%	1,357,721	629,909	46.4%	683,174	50.3%	44,638	3.3%
1985	236,289	82,735	35.0%	130,944	55.4%	22,610	9.6%	241,765	88,057	36.4%	133,945	55.4%	19,763	8.2%	1,380,044	640,021	46.4%	689,218	49.9%	50,805	3.7%
1986	258,207	87,746	34.0%	147,670	57.2%	22,791	8.8%	231,594	82,459	35.6%	129,633	56.0%	19,502	8.4%	1,397,379	647,433	46.3%	699,695	50.1%	50,251	3.6%
1987	251,669	81,695	32.5%	145,154	57.7%	24,820	9.9%	241,587	82,384	34.1%	137,493	56.9%	21,710	9.0%	1,410,543	645,884	45.8%	708,934	50.3%	55,725	4.0%
1986*	259,808	89,233	34.3%	147,784	56.9%	22,791	8.8%	232,748	83,601	35.9%	129,645	55.7%	19,502	8.4%	1,411,211	660,387	46.8%	700,573	49.6%	50,251	3.6%
1987*	254,293	84,218	33.1%	145,255	57.1%	24,820	9.8%	244,491	85,247	34.9%	137,534	56.3%	21,710	8.9%	1,433,646	667,813	46.6%	710,108	49.5%	55,725	3.9%

* Includes new count stations added to West screenline in 1986

Metro Cordon Count Program 1987

EXHIBIT 32: PERSON TRIPS CROSSING EXTENDED CORE CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail	
	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%
West																					
1985	47,429	27,700	58.4%	5,623	11.9%	14,106	29.7%	49,302	29,963	60.8%	7,020	14.2%	12,319	25.0%	328,718	246,340	74.9%	51,004	15.5%	31,374	9.5%
1986	49,797	30,403	61.1%	5,319	10.7%	14,075	28.3%	43,539	25,857	59.4%	5,395	12.4%	12,287	28.2%	344,847	262,002	76.0%	51,880	15.0%	30,965	9.0%
1987	43,630	23,473	53.8%	4,744	10.9%	15,413	35.3%	47,686	28,448	59.7%	5,311	11.1%	13,927	29.2%	329,007	251,168	76.3%	43,252	13.1%	34,587	10.5%
North																					
1985	61,559	9,232	15.0%	52,327	85.0%	0	0.0%	70,513	12,757	18.1%	57,756	81.9%	0	0.0%	362,082	118,447	32.7%	243,635	67.3%	0	0.0%
1986	63,032	9,096	14.4%	53,936	85.6%	0	0.0%	65,723	13,871	21.1%	51,852	78.9%	0	0.0%	372,372	122,739	33.0%	249,633	67.0%	0	0.0%
1987	73,378	9,693	13.2%	63,685	86.8%	0	0.0%	66,692	12,243	18.4%	54,449	81.6%	0	0.0%	400,398	117,838	29.4%	282,560	70.6%	0	0.0%
East																					
1985	32,471	19,950	61.4%	4,017	12.4%	8,504	26.2%	36,394	23,788	65.4%	5,162	14.2%	7,444	20.5%	216,236	165,654	76.6%	31,151	14.4%	19,431	9.0%
1986	39,353	25,297	64.3%	5,340	13.6%	8,716	22.1%	37,964	24,925	65.7%	5,824	15.3%	7,215	19.0%	248,124	190,793	76.9%	38,045	15.3%	19,286	7.8%
1987	40,773	25,670	63.0%	5,696	14.0%	9,407	23.1%	32,992	21,671	65.7%	3,538	10.7%	7,783	23.6%	231,233	177,051	76.6%	33,044	14.3%	21,138	9.1%
TOTAL																					
1985	141,459	56,882	40.2%	61,967	43.8%	22,610	16.0%	156,209	66,508	42.6%	69,938	44.8%	19,763	12.7%	907,036	530,441	58.5%	325,790	35.9%	50,805	5.6%
1986	152,182	64,796	42.6%	64,595	42.4%	22,791	15.0%	147,226	64,653	43.9%	63,071	42.8%	19,502	13.2%	965,343	575,534	59.6%	339,558	35.2%	50,251	5.2%
1987	157,781	58,836	37.3%	74,125	47.0%	24,820	15.7%	147,370	62,362	42.3%	63,298	43.0%	21,710	14.7%	960,638	546,057	56.8%	358,856	37.4%	55,725	5.8%

Metro Cordon Count Program 1987

EXHIBIT 33: PERSON TRIPS CROSSING DOWNTOWN CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail	
	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%
West																					
1975	69,581	14,437	20.7%	55,144	79.3%	0	0.0%	85,791	24,829	28.9%	60,962	71.1%	0	0.0%	495,492	196,746	39.7%	298,746	60.3%	0	0.0%
1977	63,537	14,510	22.8%	49,027	77.2%	0	0.0%	79,399	26,301	33.1%	53,098	66.9%	0	0.0%	487,356	203,020	41.7%	284,336	58.3%	0	0.0%
1979	76,790	14,483	18.9%	62,307	81.1%	0	0.0%	87,024	25,779	29.6%	61,245	70.4%	0	0.0%	515,042	197,858	38.4%	317,184	61.6%	0	0.0%
1981	85,691	13,881	16.2%	71,810	83.8%	0	0.0%	90,428	25,045	27.7%	65,383	72.3%	0	0.0%	551,280	201,755	36.6%	349,525	63.4%	0	0.0%
1982	83,723	13,790	16.5%	69,933	83.5%	0	0.0%	95,489	24,478	25.6%	71,011	74.4%	0	0.0%	560,927	199,450	35.6%	361,477	64.4%	0	0.0%
1984	89,803	15,480	17.2%	74,323	82.8%	0	0.0%	90,218	28,059	31.1%	62,159	68.9%	0	0.0%	587,330	222,139	37.8%	365,191	62.2%	0	0.0%
1986	78,399	16,606	21.2%	61,793	78.8%	0	0.0%	89,951	26,417	29.4%	63,534	70.6%	0	0.0%	556,521	215,898	38.8%	340,623	61.2%	0	0.0%
North																					
1975	44,897	4,597	10.2%	40,300	89.8%	0	0.0%	47,410	5,794	12.2%	41,616	87.8%	0	0.0%	231,695	38,615	16.7%	193,080	83.3%	0	0.0%
1977	43,388	3,642	8.4%	39,746	91.6%	0	0.0%	43,781	5,137	11.7%	38,644	88.3%	0	0.0%	222,856	34,338	15.4%	188,518	84.6%	0	0.0%
1979	33,463	4,464	13.3%	28,999	86.7%	0	0.0%	37,411	5,620	15.0%	31,791	85.0%	0	0.0%	198,376	37,311	18.8%	161,065	81.2%	0	0.0%
1981	45,684	4,162	9.1%	41,522	90.9%	0	0.0%	43,245	5,791	13.4%	37,454	86.6%	0	0.0%	224,671	37,139	16.5%	187,532	83.5%	0	0.0%
1982	39,167	4,346	11.1%	34,821	88.9%	0	0.0%	41,539	5,720	13.8%	35,819	86.2%	0	0.0%	222,379	39,953	18.0%	182,426	82.0%	0	0.0%
1984	38,448	4,348	11.3%	34,100	88.7%	0	0.0%	40,820	5,413	13.3%	35,407	86.7%	0	0.0%	222,619	41,376	18.6%	181,243	81.4%	0	0.0%
1986	36,287	4,275	11.8%	32,012	88.2%	0	0.0%	39,328	5,769	14.7%	33,559	85.3%	0	0.0%	222,685	41,886	18.8%	180,799	81.2%	0	0.0%
East																					
1975	62,283	21,047	33.8%	41,236	66.2%	0	0.0%	63,320	22,722	35.9%	40,598	64.1%	0	0.0%	365,536	161,852	44.3%	203,684	55.7%	0	0.0%
1977	64,076	21,659	33.8%	42,417	66.2%	0	0.0%	66,549	25,454	38.2%	41,095	61.8%	0	0.0%	370,883	171,518	46.2%	199,365	53.8%	0	0.0%
1979	61,719	22,775	36.9%	38,944	63.1%	0	0.0%	62,990	23,789	37.8%	39,201	62.2%	0	0.0%	369,564	170,829	46.2%	198,735	53.8%	0	0.0%
1981	66,939	23,985	35.8%	42,954	64.2%	0	0.0%	67,344	24,064	35.7%	43,280	64.3%	0	0.0%	395,422	179,328	45.4%	216,094	54.6%	0	0.0%
1982	66,167	21,166	32.0%	45,001	68.0%	0	0.0%	70,614	24,454	34.6%	46,160	65.4%	0	0.0%	389,074	172,671	44.4%	216,403	55.6%	0	0.0%
1984	73,078	25,637	35.1%	47,441	64.9%	0	0.0%	67,313	24,132	35.9%	43,181	64.1%	0	0.0%	414,657	190,114	45.8%	224,543	54.2%	0	0.0%
1986	68,185	22,438	32.9%	45,747	67.1%	0	0.0%	67,060	24,395	36.4%	42,665	63.6%	0	0.0%	393,264	178,183	45.3%	215,081	54.7%	0	0.0%
South																					
1975	15,954	6,283	39.4%	713	4.5%	8,958	56.1%	13,394	4,572	34.1%	821	6.1%	8,001	59.7%	76,834	44,243	57.6%	11,318	14.7%	21,273	27.7%
1977	19,630	7,114	36.2%	709	3.6%	11,807	60.1%	15,875	4,475	28.2%	815	5.1%	10,585	66.7%	86,489	45,998	53.2%	12,071	14.0%	28,420	32.9%
1979	22,594	6,369	28.2%	779	3.4%	15,446	68.4%	18,791	4,583	24.4%	607	3.2%	13,601	72.4%	89,682	43,746	48.8%	10,749	12.0%	35,187	39.2%
1981	26,843	6,470	24.1%	932	3.5%	19,441	72.4%	21,155	3,157	14.9%	978	4.6%	17,020	80.5%	98,843	41,971	42.5%	12,361	12.5%	44,511	45.0%
1982	26,711	6,069	22.7%	556	2.1%	20,086	75.2%	22,911	4,185	18.3%	586	2.6%	18,140	79.2%	93,345	40,540	43.4%	7,349	7.9%	45,456	48.7%
1984	29,949	7,322	24.4%	585	2.0%	22,042	73.6%	24,100	4,335	18.0%	831	3.4%	18,934	78.6%	108,404	46,865	43.2%	12,615	11.6%	48,924	45.1%
1986	31,476	8,116	25.8%	569	1.8%	22,791	72.4%	24,143	3,957	16.4%	684	2.8%	19,502	80.8%	107,979	47,733	44.2%	9,995	9.3%	50,251	46.5%
TOTAL																					
1975	192,715	46,364	24.1%	137,393	71.3%	8,958	4.6%	209,915	57,917	27.6%	143,997	68.6%	8,001	3.8%	1,169,557	441,456	37.7%	706,828	60.4%	21,273	1.8%
1977	190,631	46,925	24.6%	131,899	69.2%	11,807	6.2%	205,604	61,367	29.8%	133,652	65.0%	10,585	5.1%	1,167,584	454,874	39.0%	684,290	58.6%	28,420	2.4%
1979	194,566	48,091	24.7%	131,029	67.3%	15,446	7.9%	206,216	59,771	29.0%	132,844	64.4%	13,601	6.6%	1,172,664	449,744	38.4%	687,733	58.6%	35,187	3.0%
1981	225,157	48,498	21.5%	157,218	69.8%	19,441	8.6%	222,172	58,057	26.1%	147,095	66.2%	17,020	7.7%	1,270,216	460,193	36.2%	765,512	60.3%	44,511	3.5%
1982	215,768	45,371	21.0%	150,311	69.7%	20,086	9.3%	230,553	58,837	25.5%	153,576	66.6%	18,140	7.9%	1,265,725	452,614	35.8%	767,655	60.6%	45,456	3.6%
1984	231,278	52,787	22.8%	156,449	67.6%	22,042	9.5%	222,451	61,939	27.8%	141,578	63.6%	18,934	8.5%	1,333,010	500,494	37.5%	783,592	58.8%	48,924	3.7%
1986	214,347	51,435	24.0%	140,121	65.4%	22,791	10.6%	220,482	60,538	27.5%	140,442	63.7%	19,502	8.8%	1,280,449	483,700	37.8%	746,498	58.3%	50,251	3.9%

Metro Cordon Count Program 1987

EXHIBIT 34: PERSON TRIPS CROSSING DOWNTOWN CORE CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail		Total	Auto & Taxi		Transit		GO Rail	
	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%	Persons	Number	%	Number	%	Number	%
West																					
1975	9,642	4,797	49.8%	4,845	50.2%	0	0.0%	17,126	10,338	60.4%	6,788	39.6%	0	0.0%	110,052	71,583	65.0%	38,469	35.0%	0	0.0%
1977	8,998	4,669	51.9%	4,329	48.1%	0	0.0%	18,169	11,111	61.2%	7,058	38.8%	0	0.0%	114,254	76,213	66.7%	38,041	33.3%	0	0.0%
1979	9,179	4,645	50.6%	4,534	49.4%	0	0.0%	17,855	11,589	64.9%	6,266	35.1%	0	0.0%	113,459	75,726	66.7%	37,733	33.3%	0	0.0%
1981	8,545	4,223	49.4%	4,322	50.6%	0	0.0%	17,021	10,843	63.7%	6,178	36.3%	0	0.0%	112,245	75,697	67.4%	36,548	32.6%	0	0.0%
1982	8,286	4,495	54.2%	3,791	45.8%	0	0.0%	16,252	10,566	65.0%	5,686	35.0%	0	0.0%	110,971	73,598	66.3%	37,373	33.7%	0	0.0%
1984	8,607	5,144	59.8%	3,463	40.2%	0	0.0%	18,870	12,530	66.4%	6,340	33.6%	0	0.0%	122,782	86,060	70.1%	36,722	29.9%	0	0.0%
1986	9,459	5,786	61.2%	3,673	38.8%	0	0.0%	17,260	11,433	66.2%	5,827	33.8%	0	0.0%	112,480	79,193	70.4%	33,287	29.6%	0	0.0%
North																					
1975	55,253	4,274	7.7%	50,979	92.3%	0	0.0%	51,910	6,566	12.6%	45,344	87.4%	0	0.0%	275,022	62,707	22.8%	212,315	77.2%	0	0.0%
1977	51,361	4,042	7.9%	47,319	92.1%	0	0.0%	59,486	6,564	11.0%	52,922	89.0%	0	0.0%	285,851	62,698	21.9%	223,153	78.1%	0	0.0%
1979	53,507	4,208	7.9%	49,299	92.1%	0	0.0%	53,145	7,066	13.3%	46,079	86.7%	0	0.0%	283,514	63,150	22.3%	220,364	77.7%	0	0.0%
1981	58,140	4,080	7.0%	54,060	93.0%	0	0.0%	63,500	7,650	12.0%	55,850	88.0%	0	0.0%	323,126	68,066	21.1%	255,060	78.9%	0	0.0%
1982	62,451	4,191	6.7%	58,260	93.3%	0	0.0%	62,415	6,892	11.0%	55,523	89.0%	0	0.0%	322,518	62,211	19.3%	260,307	80.7%	0	0.0%
1984	62,897	4,675	7.4%	58,222	92.6%	0	0.0%	59,003	7,429	12.6%	51,574	87.4%	0	0.0%	315,556	70,658	22.4%	244,898	77.6%	0	0.0%
1986	58,403	4,607	7.9%	53,796	92.1%	0	0.0%	59,082	7,560	12.8%	51,522	87.2%	0	0.0%	312,995	67,721	21.6%	245,274	78.4%	0	0.0%
East																					
1975	16,283	9,844	60.5%	6,439	39.5%	0	0.0%	17,162	10,643	62.0%	6,519	38.0%	0	0.0%	102,301	67,909	66.4%	34,392	33.6%	0	0.0%
1977	16,121	10,162	63.0%	5,959	37.0%	0	0.0%	17,589	11,410	64.9%	6,179	35.1%	0	0.0%	105,244	69,670	66.2%	35,574	33.8%	0	0.0%
1979	17,226	10,905	63.3%	6,321	36.7%	0	0.0%	16,551	10,813	65.3%	5,738	34.7%	0	0.0%	107,767	72,816	67.6%	34,951	32.4%	0	0.0%
1981	17,983	12,661	70.4%	5,322	29.6%	0	0.0%	16,879	10,628	63.0%	6,251	37.0%	0	0.0%	113,218	79,586	70.3%	33,632	29.7%	0	0.0%
1982	15,958	10,580	66.3%	5,378	33.7%	0	0.0%	18,402	11,545	62.7%	6,857	37.3%	0	0.0%	109,275	74,861	68.5%	34,414	31.5%	0	0.0%
1984	18,733	13,654	72.9%	5,079	27.1%	0	0.0%	16,574	11,394	68.7%	5,180	31.3%	0	0.0%	113,970	84,418	74.1%	29,552	25.9%	0	0.0%
1986	16,582	11,501	69.4%	5,081	30.6%	0	0.0%	16,755	11,562	69.0%	5,193	31.0%	0	0.0%	108,104	77,564	71.7%	30,540	28.3%	0	0.0%
South																					
1975	15,954	6,283	39.4%	713	4.5%	8,958	56.1%	13,394	4,572	34.1%	821	6.1%	8,001	59.7%	76,834	44,243	57.6%	11,318	14.7%	21,273	27.7%
1977	19,630	7,114	36.2%	709	3.6%	11,807	60.1%	15,875	4,475	28.2%	815	5.1%	10,585	66.7%	86,489	45,998	53.2%	12,071	14.0%	28,420	32.9%
1979	22,594	6,369	28.2%	779	3.4%	15,446	68.4%	18,791	4,583	24.4%	607	3.2%	13,601	72.4%	89,682	43,746	48.8%	10,749	12.0%	35,187	39.2%
1981	26,843	6,470	24.1%	932	3.5%	19,441	72.4%	21,155	3,157	14.9%	978	4.6%	17,020	80.5%	98,843	41,971	42.5%	12,361	12.5%	44,511	45.0%
1982	26,711	6,069	22.7%	556	2.1%	20,086	75.2%	22,911	4,185	18.3%	586	2.6%	18,140	79.2%	93,345	40,540	43.4%	7,349	7.9%	45,456	48.7%
1984	29,949	7,322	24.4%	585	2.0%	22,042	73.6%	24,100	4,335	18.0%	831	3.4%	18,934	78.6%	108,404	46,865	43.2%	12,615	11.6%	48,924	45.1%
1986	31,476	8,116	25.8%	569	1.8%	22,791	72.4%	24,143	3,957	16.4%	684	2.8%	19,502	80.8%	107,979	47,733	44.2%	9,995	9.3%	50,251	46.5%
TOTAL																					
1975	97,132	25,198	25.9%	62,976	64.8%	8,958	9.2%	99,592	32,119	32.3%	59,472	59.7%	8,001	8.0%	564,209	246,442	43.7%	296,494	52.6%	21,273	3.8%
1977	96,110	25,987	27.0%	58,316	60.7%	11,807	12.3%	111,119	33,560	30.2%	66,974	60.3%	10,585	9.5%	591,838	254,579	43.0%	308,839	52.2%	28,420	4.8%
1979	102,506	26,127	25.5%	60,933	59.4%	15,446	15.1%	106,342	34,051	32.0%	58,690	55.2%	13,601	12.8%	594,422	255,438	43.0%	303,797	51.1%	35,187	5.9%
1981	111,511	27,434	24.6%	64,636	58.0%	19,441	17.4%	118,555	32,278	27.2%	69,257	58.4%	17,020	14.4%	647,432	265,320	41.0%	337,601	52.1%	44,511	6.9%
1982	113,406	25,335	22.3%	67,985	59.9%	20,086	17.7%	119,980	33,188	27.7%	68,652	57.2%	18,140	15.1%	636,109	251,210	39.5%	339,443	53.4%	45,456	7.1%
1984	120,186	30,795	25.6%	67,349	56.0%	22,042	18.3%	118,547	35,688	30.1%	63,925	53.9%	18,934	16.0%	660,712	288,001	43.6%	323,787	49.0%	48,924	7.4%
1986	115,920	30,010	25.9%	63,119	54.5%	22,791	19.7%	117,240	34,512	29.4%	63,226	53.9%	19,502	16.6%	641,558	272,211	42.4%	319,096	49.7%	50,251	7.8%

Metro Cordon Count Program 1987

EXHIBIT 35: VEHICLE TRIPS CROSSING MAJOR SCREENLINES

SCREENLINE	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound					4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound					7:00 A.M.-7:00 P.M. Two-way Totals				
(See Exhibit A1)	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.
West Metro Boundary															
1975	38,918		11.6%	0.3%	1.24	40,347		10.4%	0.4%	1.37	319,525		17.2%	0.4%	1.34
1977	47,928	+ 23.2%	10.2%	0.4%	1.24	46,696	+ 15.7%	9.5%	0.5%	1.35	363,607	+ 13.8%	16.8%	0.5%	1.33
1979	51,405	+ 7.3%	9.9%	0.5%	1.22	55,004	+ 17.8%	8.2%	0.5%	1.28	417,581	+ 14.8%	14.8%	0.5%	1.28
1981	60,720	+ 18.1%	8.9%	0.5%	1.20	60,039	+ 9.2%	8.3%	0.6%	1.28	470,996	+ 12.8%	13.7%	0.6%	1.25
1983	58,645	- 3.4%	10.0%	0.6%	1.23	58,759	- 2.1%	8.8%	0.6%	1.27	470,302	- 0.1%	14.9%	0.6%	1.27
1985	64,020	+ 9.2%	10.3%	0.5%	1.20	65,139	+ 10.9%	9.9%	0.6%	1.24	517,443	+ 10.0%	14.5%	0.6%	1.23
1987	71,730	+ 12.0%	11.4%	0.6%	1.19	69,416	+ 6.6%	10.8%	0.5%	1.26	588,316	+ 13.7%	16.0%	0.7%	1.25
		(+ 84.3%)					(+ 72.0%)					(+ 84.1%)			
Humber River															
1975	49,343		12.1%	0.4%	1.24	49,230		10.8%	0.5%	1.31	414,970		17.1%	0.5%	1.30
1977	52,214	+ 5.8%	12.0%	0.4%	1.25	51,420	+ 4.4%	11.0%	0.4%	1.33	434,436	+ 4.7%	16.9%	0.5%	1.31
1979	57,013	+ 9.2%	11.2%	0.5%	1.23	60,059	+ 16.8%	9.5%	0.4%	1.29	476,810	+ 9.8%	15.3%	0.5%	1.26
1981	58,374	+ 2.4%	11.4%	0.7%	1.21	60,936	+ 1.5%	9.7%	0.6%	1.29	492,151	+ 3.2%	15.4%	0.7%	1.26
1983	58,338	- 0.1%	12.2%	0.8%	1.23	62,359	+ 2.3%	12.0%	0.7%	1.28	505,495	+ 2.7%	15.9%	0.8%	1.26
1985	59,742	+ 2.4%	11.9%	0.7%	1.21	63,910	+ 2.5%	10.4%	0.7%	1.22	539,088	+ 6.6%	15.6%	0.8%	1.22
1987	65,561	+ 9.7%	11.5%	0.7%	1.19	60,696	- 5.0%	12.0%	0.6%	1.26	575,187	+ 6.7%	15.4%	0.7%	1.23
		(+ 32.9%)					(+ 23.3%)					(+ 38.6%)			
CN Newmarket Subdivision															
1975	54,679		12.6%	1.1%	1.28	60,138		10.3%	1.1%	1.33	511,321		16.9%	1.2%	1.30
1977	61,570	+ 12.6%	13.6%	1.2%	1.28	65,118	+ 8.3%	11.7%	1.1%	1.38	556,028	+ 8.7%	17.1%	1.2%	1.33
1979	60,718	- 1.4%	14.1%	1.3%	1.28	68,418	+ 5.1%	10.7%	1.1%	1.37	564,154	+ 1.5%	16.6%	1.3%	1.30
1981	66,823	+ 10.1%	11.7%	1.3%	1.24	66,784	- 2.4%	10.9%	1.2%	1.29	586,154	+ 3.9%	15.7%	1.4%	1.26
1983	69,203	+ 3.6%	12.5%	1.5%	1.25	67,687	+ 1.4%	12.8%	1.0%	1.30	618,906	+ 5.6%	12.7%	1.7%	1.27
1985	70,558	+ 2.0%	13.1%	1.5%	1.23	72,382	+ 6.9%	12.2%	1.3%	1.30	623,919	+ 0.8%	16.4%	1.5%	1.26
1987	69,631	- 1.3%	14.2%	1.5%	1.21	73,118	+ 1.0%	13.7%	1.2%	1.29	668,771	+ 7.2%	17.1%	1.4%	1.24
		(+ 27.3%)					(+ 21.6%)					(+ 30.8%)			
CN Bala Subdivision															
1975	65,956		10.4%	0.8%	1.28	65,723		8.8%	0.8%	1.33	531,306		15.3%	0.9%	1.30
1977	70,588	+ 7.0%	11.0%	0.9%	1.29	71,738	+ 9.2%	9.1%	0.8%	1.32	574,044	+ 8.0%	15.1%	1.0%	1.28
1979	77,680	+ 10.0%	9.6%	0.8%	1.30	75,279	+ 4.9%	7.9%	0.6%	1.29	614,639	+ 7.1%	13.9%	1.0%	1.27
1981	71,976	- 7.3%	9.7%	0.9%	1.26	73,462	- 2.4%	8.3%	0.8%	1.29	607,146	- 1.2%	13.9%	1.1%	1.26
1983	76,162	+ 5.8%	10.9%	1.2%	1.25	77,786	+ 5.9%	8.8%	1.5%	1.27	654,765	+ 7.8%	14.4%	1.2%	1.25
1985	76,574	+ 0.5%	11.4%	1.2%	1.25	80,193	+ 3.1%	9.2%	1.0%	1.27	679,423	+ 3.8%	14.4%	1.2%	1.25
1987	76,616	+ 0.1%	11.4%	1.2%	1.22	79,793	- 0.5%	10.6%	1.0%	1.27	726,887	+ 7.0%	15.1%	1.1%	1.23
		(+ 16.2%)					(+ 21.4%)					(+ 36.8%)			

Metro Cordon Count Program 1987

EXHIBIT 35: VEHICLE TRIPS CROSSING MAJOR SCREENLINES (Continued)

S C R E E N L I N E (See Exhibit A1)	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound					4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound					7:00 A.M.-7:00 P.M. Two-way Totals				
	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.
CN Uxbridge Subdivision															
1975	34,830		11.2%	0.8%	1.28	36,002		9.9%	0.7%	1.36	263,025		16.6%	1.0%	1.35
1977	40,375	+ 15.9%	9.8%	0.8%	1.27	39,421	+ 9.5%	8.5%	0.6%	1.29	287,337	+ 9.2%	15.9%	0.9%	1.31
1979	41,647	+ 3.2%	9.2%	0.9%	1.25	42,553	+ 7.9%	6.4%	0.8%	1.31	303,691	+ 5.7%	13.6%	1.1%	1.29
1981	45,148	+ 8.4%	8.8%	1.0%	1.25	45,624	+ 7.2%	7.1%	0.8%	1.27	337,136	+ 11.0%	13.3%	1.2%	1.28
1983	49,469	+ 9.6%	9.9%	1.1%	1.24	45,454	- 0.4%	9.7%	1.0%	1.30	349,221	+ 3.6%	15.4%	1.3%	1.28
1985	50,545	+ 2.2%	9.9%	1.3%	1.21	52,296	+ 15.1%	9.7%	1.0%	1.28	379,811	+ 8.8%	14.7%	1.4%	1.26
1987	53,903	+ 6.6%	10.0%	1.5%	1.21	55,943	+ 7.0%	9.3%	1.1%	1.26	418,028	+ 10.1%	15.0%	1.5%	1.25
		(+ 54.8%)					(+ 55.4%)					(+ 58.9%)			
East Metro Boundary															
1975	7,869		14.6%	0.2%	1.19	7,629		13.6%	0.2%	1.40	57,649		21.4%	0.3%	1.39
1977	11,366	+ 44.4%	12.3%	0.3%	1.24	10,113	+ 32.6%	12.1%	0.1%	1.31	73,166	+ 26.9%	20.4%	0.5%	1.39
1979	11,755	+ 3.4%	9.0%	0.3%	1.22	12,254	+ 21.2%	7.4%	0.2%	1.30	77,185	+ 5.5%	15.2%	0.4%	1.31
1981	12,184	+ 3.6%	9.0%	0.3%	1.21	12,920	+ 5.4%	7.4%	0.3%	1.30	83,932	+ 8.7%	14.7%	0.4%	1.31
1983	13,147	+ 7.9%	10.6%	0.3%	1.26	14,358	+ 11.1%	8.5%	0.4%	1.29	91,465	+ 9.0%	16.3%	0.5%	1.35
1985	14,170	+ 7.8%	8.4%	0.4%	1.19	15,567	+ 8.4%	9.0%	0.3%	1.22	103,339	+ 13.0%	14.9%	0.4%	1.27
1987	15,624	+ 10.3%	8.5%	0.4%	1.17	15,915	+ 2.2%	11.5%	0.3%	1.21	120,086	+ 16.2%	16.1%	0.4%	1.26
		(+ 98.6%)					(+108.6%)					(+108.3%)			
Bathurst Street															
1975	23,552		9.8%	1.4%	1.37	27,211		7.8%	1.2%	1.42	207,883		14.7%	1.5%	1.35
1977	25,255	+ 7.2%	10.3%	1.3%	1.34	26,770	- 1.6%	8.3%	1.2%	1.42	210,503	+ 1.3%	14.6%	1.5%	1.35
1979	25,832	+ 2.3%	10.7%	1.3%	1.35	29,155	+ 8.9%	9.1%	1.1%	1.49	218,853	+ 4.0%	15.5%	1.4%	1.35
1981	24,715	- 4.3%	11.6%	1.3%	1.32	25,114	- 13.9%	10.5%	1.3%	1.36	215,578	- 1.5%	16.1%	1.5%	1.32
1983	26,599	+ 7.6%	10.4%	1.2%	1.32	26,670	+ 6.2%	9.7%	1.1%	1.33	226,595	+ 5.1%	14.6%	1.2%	1.28
1985	28,494	+ 7.1%	10.9%	1.1%	1.29	28,323	+ 6.2%	10.2%	1.1%	1.33	237,802	+ 4.9%	15.2%	1.3%	1.29
1987	26,562	- 6.8%	12.8%	1.2%	1.26	26,325	- 7.1%	12.5%	1.0%	1.33	239,339	+ 0.6%	16.0%	1.2%	1.27
		(+ 12.8%)					(- 3.3%)					(+ 15.1%)			
1987*	28,978	+ 9.1%	12.9%	1.1%	1.26	28,802	+ 9.4%	12.4%	0.9%	1.33	260,194	+ 8.7%	16.1%	1.2%	1.27
Victoria Park															
1975	8,171		9.4%	0.5%	1.34	8,486		8.1%	0.6%	1.40	54,569		13.0%	0.9%	1.39
1977	7,953	- 2.7%	10.2%	0.6%	1.32	9,202	+ 8.4%	9.9%	0.5%	1.33	55,781	+ 2.2%	13.8%	0.9%	1.37
1979	8,615	+ 8.3%	11.5%	0.8%	1.29	8,912	- 3.2%	10.4%	0.4%	1.38	57,887	+ 3.8%	14.8%	1.0%	1.35
1981	9,198	+ 6.8%	11.2%	0.7%	1.32	8,786	- 1.4%	11.8%	0.5%	1.39	59,255	+ 2.4%	15.0%	1.0%	1.35
1983	8,166	- 11.2%	11.6%	0.8%	1.29	8,447	- 3.9%	10.7%	0.3%	1.37	57,562	- 2.9%	15.2%	1.0%	1.32
1985	8,243	+ 0.9%	10.6%	1.0%	1.33	9,150	+ 8.3%	10.9%	0.4%	1.34	59,461	+ 3.3%	14.4%	0.9%	1.33
1987	8,740	+ 6.0%	8.3%	0.9%	1.28	8,961	- 2.1%	10.5%	0.9%	1.33	61,342	+ 3.2%	13.6%	1.3%	1.31
		(+ 7.0%)					(+ 5.6%)					(+ 12.4%)			

* Including new count stations added in 1986

Metro Cordon Count Program 1987

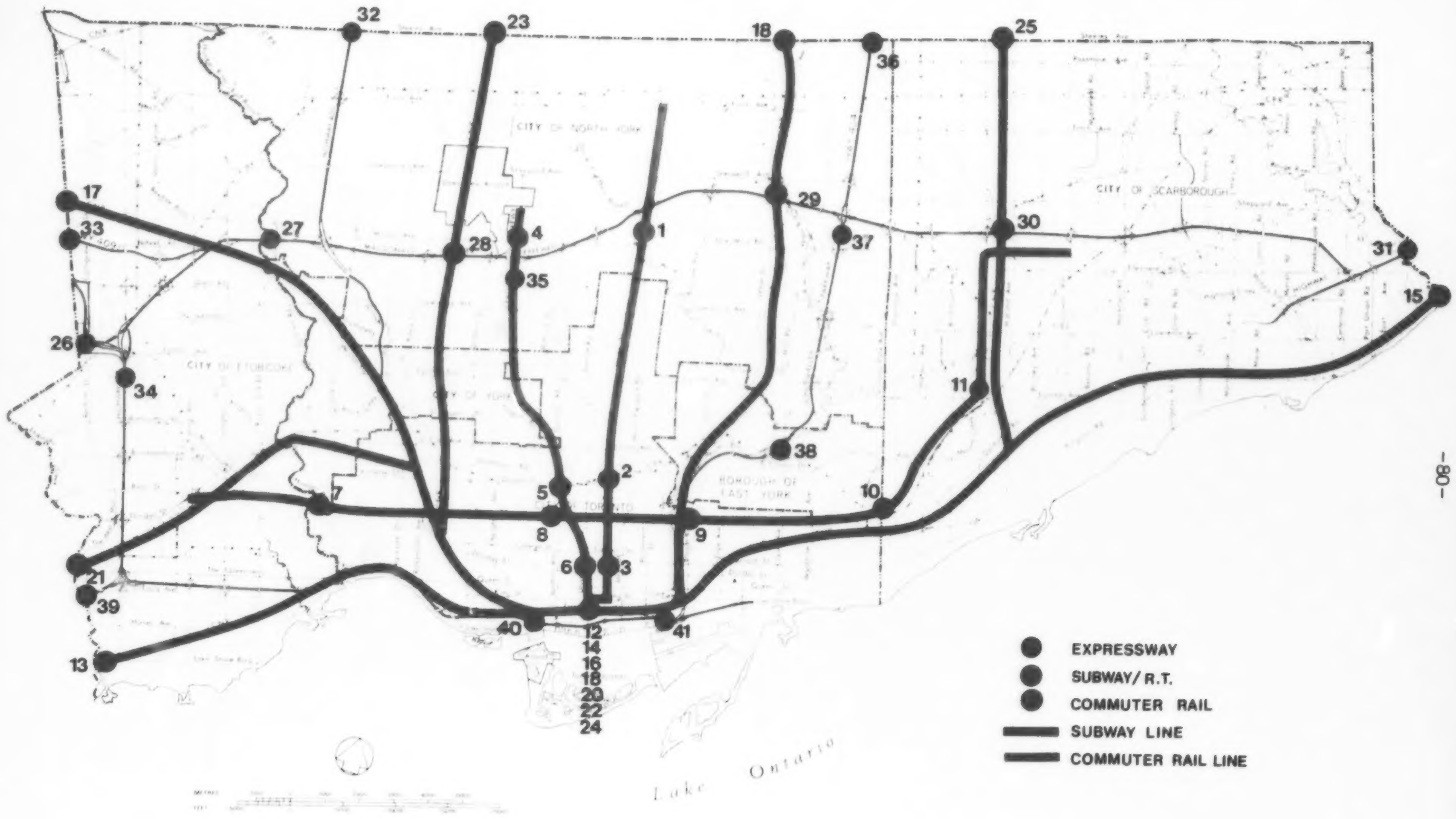
EXHIBIT 35: VEHICLE TRIPS CROSSING MAJOR SCREENLINES (Continued)

SCREENLINE	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound					4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound					7:00 A.M.-7:00 P.M. Two-way Totals				
(See Exhibit A1)	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.
North Metro Boundary															
1975	26,242		14.8%	0.4%	1.25	28,073		15.2%	0.4%	1.38	204,148		19.4%	0.4%	1.34
1977	31,279	+ 19.2%	14.1%	0.6%	1.24	31,789	+ 13.2%	12.1%	0.6%	1.31	233,918	+ 14.6%	18.5%	0.6%	1.30
1979	33,921	+ 8.4%	12.3%	0.6%	1.22	34,664	+ 9.0%	9.5%	0.5%	1.28	254,150	+ 8.6%	16.2%	0.6%	1.28
1981	41,222	+ 21.5%	11.5%	0.6%	1.25	42,177	+ 21.7%	11.1%	0.5%	1.29	316,125	+ 24.4%	16.2%	0.6%	1.28
1983	47,418	+ 15.0%	12.0%	0.7%	1.21	49,469	+ 17.3%	11.5%	0.5%	1.27	360,293	+ 14.0%	16.9%	0.7%	1.26
1985	54,535	+ 15.0%	11.3%	0.7%	1.23	54,357	+ 9.9%	10.8%	0.5%	1.28	429,574	+ 19.2%	15.8%	0.6%	1.26
1987	63,196	+ 15.9%	11.4%	0.7%	1.21	63,198	+ 16.3%	12.2%	0.6%	1.25	519,501	+ 20.9%	16.2%	0.6%	1.25
		(+140.8%)					(+125.1%)					(+154.5%)			
Highway 401 North															
1975	86,922		13.9%	0.7%	1.24	88,169		11.5%	0.7%	1.34	775,980		16.7%	0.8%	1.31
1977	89,484	+ 2.9%	11.8%	0.9%	1.23	95,094	+ 7.9%	9.4%	0.7%	1.31	818,229	+ 5.4%	14.8%	0.9%	1.29
1979	92,753	+ 3.7%	10.3%	0.9%	1.21	101,039	+ 6.3%	8.1%	0.7%	1.27	870,260	+ 6.4%	13.1%	0.9%	1.26
1981	99,805	+ 7.6%	11.4%	0.9%	1.20	109,435	+ 8.3%	8.9%	0.7%	1.27	929,335	+ 6.8%	13.2%	0.9%	1.25
1983	104,750	+ 5.0%	12.6%	1.0%	1.23	113,473	+ 3.7%	10.3%	0.8%	1.28	1,000,944	+ 7.7%	14.3%	1.0%	1.27
1985	113,673	+ 8.5%	11.8%	1.2%	1.25	117,438	+ 3.5%	10.3%	0.9%	1.25		(+ 29.0%)			
1987	126,784	+ 11.5%	12.8%	1.2%	1.19	136,271	+ 16.0%	11.3%	0.8%	1.24	(Only Peak Periods counted in 1985 & 1987)				
		(+ 45.9%)					(+ 54.6%)								
Highway 401 South															
1975	92,100		12.8%	0.7%	1.24	95,137		10.7%	0.5%	1.33	835,118		16.0%	0.7%	1.31
1977	102,631	+ 11.4%	10.7%	0.9%	1.25	108,919	+ 14.5%	9.4%	0.6%	1.32	922,460	+ 10.5%	14.3%	0.9%	1.29
1979	110,657	+ 7.8%	9.4%	0.9%	1.21	114,690	+ 5.3%	7.6%	0.7%	1.28	999,264	+ 8.3%	12.6%	0.8%	1.26
1981	111,738	+ 1.0%	10.1%	0.9%	1.20	122,908	+ 7.2%	7.7%	0.7%	1.27	1,052,002	+ 5.3%	12.2%	0.9%	1.25
1983	115,054	+ 3.0%	11.7%	1.1%	1.23	119,017	- 3.2%	10.0%	0.9%	1.29	1,075,973	+ 2.3%	14.3%	1.0%	1.27
1985	120,507	+ 4.7%	11.1%	1.2%	1.20	129,708	+ 9.0%	9.9%	0.9%	1.26	1,141,588	+ 6.1%	13.6%	1.0%	1.25
1987	132,229	+ 9.7%	11.3%	1.1%	1.21	138,777	+ 7.0%	10.2%	0.9%	1.26	1,248,117	+ 9.3%	14.0%	1.0%	1.24
		(+ 43.6%)					(+ 45.9%)					(+ 49.5%)			
Eglinton Avenue															
1975	56,514		8.6%	1.2%	1.27	56,551		7.9%	1.1%	1.35	477,570		13.1%	1.3%	1.31
1977	59,036	+ 4.5%	8.6%	1.3%	1.27	62,488	+ 10.5%	7.2%	1.0%	1.32	494,545	+ 3.6%	12.1%	1.3%	1.30
1979	59,412	+ 0.6%	7.9%	1.3%	1.26	61,585	- 1.4%	6.9%	1.0%	1.31	511,093	+ 3.3%	11.5%	1.3%	1.28
1981	60,475	+ 1.8%	8.5%	1.3%	1.25	61,939	+ 0.6%	7.2%	1.2%	1.29	531,637	+ 4.0%	11.7%	1.3%	1.26
1983	60,240	- 0.4%	9.8%	1.4%	1.25	63,567	+ 2.6%	8.3%	1.2%	1.33	546,853	+ 2.9%	12.9%	1.4%	1.29
1985	62,930	+ 4.5%	9.9%	1.5%	1.23	63,681	+ 0.2%	9.3%	1.3%	1.29	574,688	+ 5.1%	12.9%	1.4%	1.27
1987	65,331	+ 3.8%	10.5%	1.5%	1.23	63,565	- 0.2%	8.9%	1.3%	1.29	599,270	+ 4.3%	12.9%	1.4%	1.25
		(+ 15.6%)					(+ 12.4%)					(+ 25.5%)			

Metro Cordon Count Program 1987

EXHIBIT 35: VEHICLE TRIPS CROSSING MAJOR SCREENLINES (Continued)

S C R E E N L I N E (See Exhibit A1)	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound					4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound					7:00 A.M.-7:00 P.M. Two-way Totals				
	Total Vehicles	2 year (total) %Change	% Trucks	% Tr-ansit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Tr-ansit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Tr-ansit Vehs.	Avg. Auto Occ.
CP North Toronto Sub.															
1975	19,583		7.7%	1.9%	1.34	23,627		6.1%	1.5%	1.40	176,987		11.0%	1.8%	1.40
1977	20,671	+ 5.6%	8.6%	2.0%	1.34	23,155	- 2.0%	6.6%	1.6%	1.38	180,527	+ 2.0%	11.2%	2.0%	1.35
1979	19,860	- 3.9%	9.7%	1.6%	1.31	22,949	- 0.9%	8.4%	1.2%	1.36	180,742	+ 0.1%	12.7%	1.5%	1.33
1981	20,346	+ 2.4%	9.6%	1.6%	1.28	23,217	+ 1.2%	8.3%	1.1%	1.35	182,379	+ 0.9%	12.6%	1.6%	1.32
1983	20,097	- 1.2%	9.7%	1.8%	1.28	22,975	- 1.0%	8.6%	1.2%	1.36	186,268	+ 2.1%	12.2%	1.7%	1.30
1985	21,040	+ 4.7%	9.6%	1.6%	1.28	23,675	+ 3.0%	8.4%	1.2%	1.34	192,518	+ 3.4%	12.4%	1.4%	1.31
1987	23,310	+ 10.8%	11.5%	1.4%	1.25	22,768	- 3.8%	10.2%	1.1%	1.34	200,589	+ 4.2%	13.8%	1.4%	1.29
		(+ 19.0%)					(- 3.6%)					(+ 13.3%)			
Taylor Creek															
1975	18,679		8.4%	1.0%	1.31	16,950		8.6%	1.3%	1.39	154,319		13.5%	1.2%	1.32
1977	18,452	- 1.2%	7.9%	1.1%	1.26	18,947	+ 11.8%	6.1%	1.2%	1.32	160,123	+ 3.8%	11.7%	1.3%	1.29
1979	18,826	+ 2.0%	7.0%	1.1%	1.28	17,312	- 8.6%	5.6%	1.3%	1.32	165,901	+ 3.6%	10.6%	1.2%	1.29
1981	17,256	- 8.3%	6.0%	1.2%	1.25	15,795	- 8.8%	5.5%	1.3%	1.32	155,994	- 6.0%	10.0%	1.2%	1.25
1983	18,297	+ 6.0%	9.3%	1.3%	1.28	17,426	+ 10.3%	8.9%	1.3%	1.25	169,870	+ 8.9%	13.0%	1.1%	1.23
1985	18,553	+ 1.4%	9.4%	1.6%	1.25	19,301	+ 10.8%	9.5%	1.3%	1.26	172,903	+ 1.8%	13.6%	1.4%	1.24
1987	19,000	+ 2.4%	9.0%	1.5%	1.23	19,840	+ 2.8%	7.8%	1.3%	1.29	186,222	+ 7.7%	11.4%	1.3%	1.25
		(+ 1.7%)					(+ 17.1%)					(+ 20.7%)			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CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
BOROUGH OF EAST YORK
EXPRESSWAY
SUBWAY/ R.T.
COMMUTER RAIL
SUBWAY LINE
COMMUTER RAIL LINE
Lake Ontario

METRO CORDON COUNT PROGRAM 1987

EXHIBIT 36:
LOCATIONS OF SELECTED COUNTS ON MAJOR TRANSPORTATION FACILITIES

EXHIBIT 37: SELECTED COUNTS ON MAJOR TRANSIT FACILITIES

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
YONGE SUBWAY									
1. N. of York Mills Station									
1975	9,045			8,867			53,918		
1977	9,985	+ 10.4%		9,694	+ 9.3%		63,190	+ 17.2%	
1979	10,184	+ 2.0%	+ 12.6%	10,772	+ 11.1%	+ 21.5%	67,588	+ 7.0%	+ 25.4%
1981	11,820	+ 16.1%	+ 30.7%	11,045	+ 2.5%	+ 24.6%	79,141	+ 17.1%	+ 46.8%
1983	11,823	+ 0.0%	+ 30.7%	11,038	- 0.1%	+ 24.5%	78,661	- 0.6%	+ 45.9%
1985	14,780	+ 25.0%	+ 63.4%	12,003	+ 8.7%	+ 35.4%	92,213	+ 17.2%	+ 71.0%
1987	13,946	- 5.6%	+ 54.2%	13,220	+ 10.1%	+ 49.1%	91,550	- 0.7%	+ 69.8%
2. N. of Rosedale Station									
1975	21,018			19,706			165,753		
1977	26,598	+ 26.5%		19,973	+ 1.4%		182,741	+ 10.2%	
1979	18,638	- 29.9%	- 11.3%	17,619	- 11.8%	- 10.6%	151,999	- 16.8%	- 8.3%
1981	21,320	+ 14.4%	+ 1.4%	18,269	+ 3.7%	- 7.3%	179,124	+ 17.8%	+ 8.1%
1983	20,744	- 2.7%	- 1.3%	19,146	+ 4.8%	- 2.8%	180,671	+ 0.9%	+ 9.0%
1985	17,161	- 17.3%	- 18.4%	20,075	+ 4.9%	+ 1.9%	180,847	+ 0.1%	+ 9.1%
1987	20,249	+ 18.0%	- 3.7%	17,995	- 10.4%	- 8.7%	182,392	+ 0.9%	+ 10.0%
3. S. of College Station									
1975	22,892			19,358			171,802		
1977	29,966	+ 30.9%		23,728	+ 22.6%		186,388	+ 8.5%	
1979	22,119	- 26.2%	- 3.4%	23,271	- 1.9%	+ 20.2%	166,090	- 10.9%	- 3.3%
1981	27,620	+ 24.9%	+ 20.7%	22,679	- 2.5%	+ 17.2%	192,036	+ 15.6%	+ 11.8%
1982*	27,720	(+ 0.4%)	+ 21.1%	25,382	(+ 11.9%)	+ 31.1%	191,767	(- 0.1%)	+ 11.6%
1984*	23,320	- 15.9%	+ 1.9%	20,493	- 19.3%	+ 5.9%	187,037	- 2.5%	+ 8.9%
1986*	25,272	+ 8.4%	+ 10.4%	21,710	+ 5.9%	+ 12.2%	184,500	- 1.4%	+ 7.4%

* Note different years for Downtown Core locations

Metro Cordon Count Program 1987

EXHIBIT 37: SELECTED COUNTS ON MAJOR TRANSIT FACILITIES (Continued)

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
SPADINA-UNIVERSITY SUBWAY									
4. S. of Wilson Station*									
1979	2,285			3,266			18,427		
1981	2,723	+ 19.2%		3,337	+ 2.2%		23,684	+ 28.5%	
1983	3,368	+ 23.7%	+ 47.4%	2,454	- 26.5%	- 24.9%	21,932	- 7.4%	+ 19.0%
1985	4,409	+ 30.9%	+ 93.0%	4,048	+ 65.0%	+ 23.9%	31,402	+ 43.2%	+ 70.4%
1987	4,335	- 1.7%	+ 89.7%	3,352	- 17.2%	+ 2.6%	29,376	- 6.5%	+ 59.4%
5. N. of Dupont Station*									
1979	8,524			7,894			56,167		
1981	11,144	+ 30.7%		9,575	+ 21.3%		66,038	+ 17.6%	
1983	9,845	- 11.7%	+ 15.5%	9,561	- 0.1%	+ 21.1%	70,189	+ 6.3%	+ 25.0%
1985	11,935	+ 21.2%	+ 40.0%	8,842	- 7.5%	+ 12.0%	73,435	+ 4.6%	+ 30.7%
1987	11,245	- 5.8%	+ 31.9%	9,830	+ 11.2%	+ 24.5%	76,642	+ 4.4%	+ 36.5%
6. S. of Queens Pk Station									
1975	13,871			9,476			58,882		
1977	9,360	- 32.5%		8,364	- 11.7%		50,631	- 14.0%	
1979	14,312	+ 52.9%	+ 3.2%	14,029	+ 67.7%	+ 48.0%	80,326	+ 58.6%	+ 36.4%
1981	16,553	+ 15.7%	+ 19.3%	13,000	- 7.3%	+ 37.2%	87,324	+ 8.7%	+ 48.3%
1982**	16,730	(+ 1.1%)	+ 20.6%	14,595	(+ 12.3%)	+ 54.0%	89,493	(+ 2.5%)	+ 52.0%
1984**	16,873	+ 0.9%	+ 21.6%	13,863	- 5.0%	+ 46.3%	89,486	- 0.0%	+ 52.0%
1986**	17,107	+ 1.4%	+ 23.3%	12,386	- 10.7%	+ 30.7%	85,413	- 4.6%	+ 45.1%
BLOOR-DANFORTH SUBWAY									
7. W. of Jane Station									
1975	9,097			8,468			71,811		
1977	9,923	+ 9.1%		8,959	+ 5.8%		63,191	- 12.0%	
1979	9,945	+ 0.2%	+ 9.3%	10,340	+ 15.4%	+ 22.1%	67,311	+ 6.5%	- 6.3%
1981	11,335	+ 14.0%	+ 24.6%	8,071	- 21.9%	- 4.7%	71,913	+ 6.8%	+ 0.1%
1983	11,934	+ 5.3%	+ 31.2%	9,516	+ 17.9%	+ 12.4%	82,457	+ 14.7%	+ 14.8%
1985	11,925	- 0.1%	+ 31.1%	9,828	+ 3.3%	+ 16.1%	77,634	- 5.8%	+ 8.1%
1987	10,721	- 10.1%	+ 17.9%	10,369	+ 5.5%	+ 22.4%	78,052	+ 0.5%	+ 8.7%

* Spadina Subway opened January, 1978
** Note different years for Downtown Core locations

Metro Cordon Count Program 1987

EXHIBIT 37: SELECTED COUNTS ON MAJOR TRANSIT FACILITIES (Continued)

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
8. W. of Spadina Station									
1975	23,521			19,807			148,594		
1977	22,956	- 2.4%		20,254	+ 2.3%		152,927	+ 2.9%	
1979	17,103	- 25.5%	- 27.3%	22,539	+ 11.3%	+ 13.8%	145,131	- 5.1%	- 2.3%
1981	21,266	+ 24.3%	- 9.6%	19,305	- 14.3%	- 2.5%	154,925	+ 6.7%	+ 4.3%
1983	20,791	- 2.2%	- 11.6%	20,035	+ 3.8%	+ 1.2%	162,290	+ 4.8%	+ 9.2%
1985	21,161	+ 1.8%	- 10.0%	15,966	- 20.3%	- 19.4%	167,425	+ 3.2%	+ 12.7%
1987	21,864	+ 3.3%	- 7.0%	19,817	+ 24.1%	+ 0.1%	173,562	+ 3.7%	+ 16.8%
9. W. of Broadview Station									
1975	18,028			18,917			130,213		
1977	16,750	- 7.1%		19,403	+ 2.6%		118,881	- 8.7%	
1979	17,682	+ 5.6%	- 1.9%	16,120	- 16.9%	- 14.8%	118,119	- 0.6%	- 9.3%
1981	22,560	+ 27.6%	+ 25.1%	17,777	+ 10.3%	- 6.0%	142,198	+ 20.4%	+ 9.2%
1983	20,887	- 7.4%	+ 15.9%	19,057	+ 7.2%	+ 0.7%	142,222	+ 0.0%	+ 9.2%
1985	18,531	- 11.3%	+ 2.8%	20,613	+ 8.2%	+ 9.0%	146,511	+ 3.0%	+ 12.5%
1987	23,985	+ 29.4%	+ 33.0%	19,900	- 3.5%	+ 5.2%	170,563	+ 16.4%	+ 31.0%
10. W. of Victoria Pk. Stn.									
1975	10,313			8,822			70,021		
1977	11,219	+ 8.8%		10,737	+ 21.7%		71,105	+ 1.5%	
1979	10,782	- 3.9%	+ 4.5%	9,898	- 7.8%	+ 12.2%	65,965	- 7.2%	- 5.8%
1981	14,450	+ 34.0%	+ 40.1%	9,921	+ 0.2%	+ 12.5%	78,563	+ 19.1%	+ 12.2%
1983	11,866	- 17.9%	+ 15.1%	9,330	- 6.0%	+ 5.8%	75,759	- 3.6%	+ 8.2%
1985	13,823	+ 16.5%	+ 34.0%	12,024	+ 28.9%	+ 36.3%	88,372	+ 16.6%	+ 26.2%
1987	13,995	+ 1.2%	+ 35.7%	14,326	+ 19.1%	+ 62.4%	98,648	+ 11.6%	+ 40.9%
SCARBOROUGH R.T.*									
11. N. of Kennedy Statiom									
1987	3,150			2,319			24,231		

* Scarborough R.T. opened in April, 1985 but count not available for 1985

Metro Cordon Count Program 1987

EXHIBIT 37: SELECTED COUNTS ON MAJOR TRANSIT FACILITIES (Continued)

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
GO COMMUTER RAIL **									
12. Lakeshore West at Union									
1977	4,068			4,071			14,449		
1979	4,986	+ 22.6%		4,815	+ 18.3%		16,675	+ 15.4%	
1981	7,142	+ 43.2%	+ 75.6%	6,194	+ 28.6%	+ 52.1%	21,999	+ 31.9%	+ 52.3%
1983	6,301	- 11.8%	+ 54.9%	5,015	- 19.0%	+ 23.2%	19,316	- 12.2%	+ 33.7%
1985	6,976	+ 10.7%	+ 71.5%	5,305	+ 5.8%	+ 30.3%	20,813	+ 7.8%	+ 44.0%
1987	8,154	+ 16.9%	+100.4%	6,495	+ 22.4%	+ 59.5%	23,194	+ 11.4%	+ 60.5%
13. Lakeshore at Etobicoke Cr									
1977	3,793			3,864			12,965		
1979	4,766	+ 25.7%		3,943	+ 2.0%		14,485	+ 11.7%	
1981	5,972	+ 25.3%	+ 57.4%	5,705	+ 44.7%	+ 47.6%	19,427	+ 34.1%	+ 49.8%
1983	5,896	- 1.3%	+ 55.4%	4,624	- 18.9%	+ 19.7%	17,242	- 11.2%	+ 33.0%
1985	6,555	+ 11.2%	+ 72.8%	4,934	+ 6.7%	+ 27.7%	18,560	+ 7.6%	+ 43.2%
1987	7,572	+ 15.5%	+ 99.6%	6,069	+ 23.0%	+ 57.1%	20,674	+ 11.4%	+ 59.5%
14. Lakeshore East at Union									
1977	2,976			2,343			10,061		
1979	3,054	+ 2.6%		3,069	+ 31.0%		12,365	+ 22.9%	
1981	4,272	+ 39.9%	+ 43.5%	3,874	+ 26.2%	+ 65.3%	15,108	+ 22.2%	+ 50.2%
1983	4,029	- 5.7%	+ 35.4%	3,477	- 10.2%	+ 48.4%	14,011	- 7.3%	+ 39.3%
1985	3,975	- 1.3%	+ 33.6%	4,298	+ 23.6%	+ 83.4%	16,128	+ 15.1%	+ 60.3%
1987	4,386	+ 10.3%	+ 47.4%	4,150	- 3.4%	+ 77.1%	16,609	+ 3.0%	+ 65.1%
15. Lakeshore at Rouge River									
1977	1,499			1,151			5,458		
1979	1,498	- 0.1%		1,518	+ 31.9%		6,771	+ 24.1%	
1981	2,135	+ 42.5%	+ 42.4%	1,906	+ 25.6%	+ 65.6%	8,038	+ 18.7%	+ 47.3%
1983	2,280	+ 6.8%	+ 52.1%	1,827	- 4.1%	+ 58.7%	8,138	+ 1.2%	+ 49.1%
1985	2,223	- 2.5%	+ 48.3%	2,409	+ 31.9%	+109.3%	9,438	+ 16.0%	+ 72.9%
1987	2,424	+ 9.0%	+ 61.7%	2,229	- 7.5%	+ 93.7%	9,168	- 2.9%	+ 68.0%

** 1975 GO Commuter Rail not presented - see text

Metro Cordon Count Program 1987

EXHIBIT 37: SELECTED COUNTS ON MAJOR TRANSIT FACILITIES (Continued)

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
16. Georgetown at Union*									
1977	1,729			1,842			3,910		
1979	1,871	+ 8.2%		1,788	- 2.9%		4,113	+ 5.2%	
1981	2,215	+ 18.4%	+ 28.1%	2,171	+ 21.4%	+ 17.9%	5,082	+ 23.6%	+ 30.0%
1983	1,880	- 15.1%	+ 8.7%	2,024	- 6.8%	+ 9.9%	4,593	- 9.6%	+ 17.5%
1985	2,137	+ 13.7%	+ 23.6%	2,207	+ 9.0%	+ 19.8%	5,134	+ 11.8%	+ 31.3%
1987	2,421	+ 13.3%	+ 40.0%	2,305	+ 4.4%	+ 25.1%	5,666	+ 10.4%	+ 44.9%
17. Georgetown at Indian Line									
1977	1,572			1,535			3,195		
1979	1,650	+ 5.0%		1,586	+ 3.3%		3,430	+ 7.4%	
1981	1,973	+ 19.6%	+ 25.5%	1,950	+ 23.0%	+ 27.0%	4,211	+ 22.8%	+ 31.8%
1983	1,629	- 17.4%	+ 3.6%	1,809	- 7.2%	+ 17.9%	3,704	- 12.0%	+ 15.9%
1985	1,794	+ 10.1%	+ 14.1%	1,980	+ 9.5%	+ 29.0%	4,094	+ 10.5%	+ 28.1%
1987	1,998	+ 11.4%	+ 27.1%	2,051	+ 3.6%	+ 33.6%	4,384	+ 7.1%	+ 37.2%
18. Richmond Hill at Union**									
1979	1,091			943			2,034		
1981	1,239	+ 13.6%		1,083	+ 14.8%		2,322	+ 14.2%	
1983	999	- 19.4%	- 8.4%	881	- 18.7%	- 6.6%	1,880	- 19.0%	- 7.6%
1985	1,163	+ 16.4%	+ 6.6%	1,039	+ 17.9%	+ 10.2%	2,202	+ 17.1%	+ 8.3%
1987	1,423	+ 22.4%	+ 30.4%	1,233	+ 18.7%	+ 30.8%	2,656	+ 20.6%	+ 30.6%
19. Richmond Hill at Steeles									
1979	444			405			849		
1981	555	+ 25.0%		489	+ 20.7%		1,044	+ 23.0%	
1983	411	- 25.9%	- 7.4%	372	- 23.9%	- 8.1%	783	- 25.0%	- 7.8%
1985	528	+ 28.5%	+ 18.9%	467	+ 25.5%	+ 15.3%	995	+ 27.1%	+ 17.2%
1987	694	+ 31.4%	+ 56.3%	626	+ 34.0%	+ 54.6%	1,320	+ 32.7%	+ 55.5%

* Georgetown line opened April, 1974
** Richmond Hill line opened May, 1978

Metro Cordon Count Program 1987

EXHIBIT 37: SELECTED COUNTS ON MAJOR TRANSIT FACILITIES (Continued)

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
20. Milton at Union*									
1983	1,668			1,793			3,461		
1985	2,439	+ 46.2%		2,244	+ 25.2%		4,683	+ 35.3%	
1987	2,717	+ 11.4%	+ 62.9%	2,564	+ 14.3%	+ 43.0%	5,281	+ 12.8%	+ 52.6%
21. Milton at Etobicoke Cr									
1983	1,868			1,920			3,788		
1985	2,639	+ 41.3%		2,387	+ 24.3%		5,026	+ 32.7%	
1987	2,837	+ 7.5%	+ 51.9%	2,634	+ 10.3%	+ 37.2%	5,471	+ 8.9%	+ 44.4%
22. Bradford at Union**									
1983	367			316			683		
1985	371	+ 1.1%		373	+ 18.0%		744	+ 8.9%	
1987	524	+ 41.2%	+ 42.8%	443	+ 18.8%	+ 40.2%	967	+ 30.0%	+ 41.6%
23. Bradford at Steeles									
1983	367			316			683		
1985	371	+ 1.1%		373	+ 18.0%		744	+ 8.9%	
1987	524	+ 41.2%	+ 42.8%	443	+ 18.8%	+ 40.2%	967	+ 30.0%	+ 41.6%
24. Stouffville at Union**									
1983	360			334			694		
1985	612	+ 70.0%		489	+ 46.4%		1,101	+ 58.6%	
1987	753	+ 23.0%	+109.2%	599	+ 22.5%	+ 79.3%	1,352	+ 22.8%	+ 94.8%
25. Stouffville at Steeles									
1983	210			183			393		
1985	343	+ 63.3%		309	+ 68.9%		652	+ 65.9%	
1987	419	+ 22.2%	+ 99.5%	399	+ 29.1%	+118.0%	818	+ 25.5%	+108.1%

* Milton line opened October, 1981

** Bradford & Stouffville lines assumed from VIA in October, 1982

Metro Cordon Count Program 1987

EXHIBIT 38: SELECTED COUNTS ON MAJOR ROAD FACILITIES

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound (except where noted by #)				P.M. Peak Hour - Outbound (except where noted by #)				7:00 A.M.-7:00 P.M. (Two-way Totals)			
	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.
HIGHWAY 401												
26. At West Metro Boundary												
1975 *	3,207		20.8%	1.19	2,986		16.7%	1.37	56,290		27.9%	1.33
1977	7,159	+123.2%	13.6%	1.20	5,873	+ 96.7%	14.8%	1.31	84,371	+ 49.9%	24.5%	1.33
1979	7,744	+ 8.2%	10.8%	1.20	6,629	+ 12.9%	10.5%	1.14	98,695	+ 17.0%	18.9%	1.19
1981	8,489	+ 9.6%	10.6%	1.16	8,528	+ 28.6%	9.9%	1.22	119,571	+ 21.2%	18.4%	1.20
1983	7,980	- 6.0%	10.3%	1.22	7,864	- 7.8%	9.5%	1.20	128,183	+ 7.2%	18.5%	1.24
1985 *	7,056	- 11.6%	11.0%	1.15	7,426	- 5.6%	14.9%	1.07	124,181	- 3.1%	18.9%	1.17
1987	11,309	+ 60.3%	14.9%	1.12	10,539	+ 41.9%	13.3%	1.22	182,339	+ 46.8%	19.6%	1.21
		(+252.6%)				(+252.9%)				(+223.9%)		
27. At Humber River												
1975	9,385 #		15.9%	1.13	9,464 #		14.7%	1.28	152,209		21.8%	1.26
1977	10,771 #	+ 14.8%	15.9%	1.12	10,372 #	+ 9.6%	17.6%	1.16	166,312	+ 9.3%	22.7%	1.23
1979	10,973 #	+ 1.9%	11.5%	1.10	11,601 #	+ 11.8%	12.0%	1.22	183,102	+ 10.1%	18.2%	1.19
1981	10,523 #	- 4.1%	14.2%	1.13	11,172	- 3.7%	10.7%	1.22	189,797	+ 3.7%	18.1%	1.20
1983	11,726 #	+ 11.4%	11.0%	1.11	11,798	+ 5.6%	11.8%	1.22	201,945	+ 6.4%	18.6%	1.22
1985	12,282 #	+ 4.7%	11.5%	1.12	10,580	- 10.3%	14.2%	1.17	199,989	- 1.0%	18.7%	1.19
1987	11,604	- 5.5%	12.8%	1.12	11,866 #	+ 12.2%	16.0%	1.10	219,923	+ 10.0%	19.6%	1.18
		(+ 23.6%)				(+ 25.4%)				(+ 44.5%)		
28. At CN Newmarket Sub.												
1975	8,835 #		10.7%	1.10	10,275 #		11.0%	1.20	140,828		17.5%	1.22
1977	11,479 #	+ 29.9%	13.9%	1.12	11,247 #	+ 9.5%	15.4%	1.37	169,429	+ 20.3%	19.6%	1.29
1979	12,139 #	+ 5.7%	10.2%	1.10	11,093 #	- 1.4%	10.6%	1.22	169,699	+ 0.2%	17.8%	1.23
1981	12,024 #	- 0.9%	11.2%	1.15	11,112	+ 0.2%	13.3%	1.19	190,481	+ 12.2%	15.7%	1.19
1983	11,371 #	- 5.4%	8.8%	1.14	10,083 #	- 9.3%	10.6%	1.16	189,371	- 0.6%	16.0%	1.21
1985	11,429 #	+ 0.5%	10.0%	1.09	11,105	+ 10.1%	12.3%	1.17	182,892	- 3.4%	16.5%	1.17
1987	10,924	- 4.4%	14.0%	1.14	11,881	+ 7.0%	18.0%	1.21	211,566	+ 15.7%	17.2%	1.18
		(+ 23.6%)				(+ 15.6%)				(+ 50.2%)		
29. At CN Bala Subdivision												
1975	9,335		11.9%	1.16	7,496		12.6%	1.21	127,352		21.0%	1.23
1977	10,388	+ 11.3%	13.7%	1.21	10,596	+ 41.4%	11.6%	1.25	153,645	+ 20.6%	20.8%	1.21
1979	11,494	+ 10.6%	9.0%	1.12	10,170	- 4.0%	6.9%	1.15	165,458	+ 7.7%	16.2%	1.18
1981	8,057 #	- 29.9%	12.4%	1.09	8,015 #	- 21.2%	17.6%	1.21	150,882	- 8.8%	17.5%	1.18
1983	12,010	+ 49.1%	10.7%	1.20	11,008	+ 37.3%	10.2%	1.14	183,883	+ 21.9%	17.3%	1.20
1985	11,224	- 6.5%	10.2%	1.15	10,493	- 4.7%	10.1%	1.16	192,453	+ 4.7%	16.5%	1.18
1987	9,709 #	- 13.5%	16.6%	1.20	10,076 #	- 4.0%	13.0%	1.08	191,661	- 0.4%	18.0%	1.18
		(+ 4.0%)				(+ 34.4%)				(+ 50.5%)		

* Highway 401 west of West Metro Boundary under construction May/June, 1975 and 1985

Metro Cordon Count Program 1987

EXHIBIT 38: SELECTED COUNTS ON MAJOR ROAD FACILITIES (Continued)

LOCATION	A.M. Peak Hour - Inbound (except where noted by #)				P.M. Peak Hour - Outbound (except where noted by #)				7:00 A.M.-7:00 P.M. (Two-way Totals)			
(See Exhibit 36)	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.
HIGHWAY 401 (Continued)												
30. At CN Uxbridge Sub.												
1975	7,403		12.1%	1.22	6,478		12.3%	1.28	92,113		20.4%	1.32
1977	9,061	+ 22.4%	12.1%	1.24	8,187	+ 26.4%	10.5%	1.23	106,631	+ 15.8%	20.4%	1.28
1979	8,628	- 4.8%	8.7%	1.24	7,991	- 2.4%	6.5%	1.23	110,282	+ 3.4%	15.9%	1.24
1981	9,916	+ 14.9%	8.3%	1.26	8,386	+ 4.9%	7.8%	1.24	124,774	+ 13.1%	15.4%	1.24
1983	11,290	+ 13.9%	8.0%	1.10	7,611	- 9.2%	9.2%	1.11	129,150	+ 3.5%	17.0%	1.25
1985	10,234	- 9.4%	8.7%	1.11	8,999	+ 18.2%	8.3%	1.21	141,286	+ 9.4%	15.1%	1.20
1987	10,501	+ 2.6%	7.8%	1.18	10,233	+ 13.7%	8.5%	1.17	160,244	+ 13.4%	16.8%	1.20
		(+ 41.8%)				(+ 58.0%)				(+ 74.0%)		
31. At East Metro Boundary												
1975	3,337		14.1%	1.18	3,210		13.9%	1.37	44,723		22.8%	1.38
1977	4,963	+ 48.7%	12.5%	1.22	3,956	+ 23.2%	14.4%	1.32	56,884	+ 27.2%	22.4%	1.40
1979	4,596	- 7.4%	9.0%	1.24	4,906	+ 24.0%	7.0%	1.30	60,123	+ 5.7%	16.5%	1.30
1981	5,266	+ 14.6%	8.8%	1.27	5,184	+ 5.7%	7.2%	1.30	65,172	+ 8.4%	16.2%	1.30
1983	5,640	+ 7.1%	9.0%	1.29	5,663	+ 9.2%	7.8%	1.30	70,663	+ 8.4%	16.4%	1.35
1985	5,948	+ 5.5%	6.4%	1.18	6,562	+ 15.9%	7.9%	1.20	85,526	+ 21.0%	14.2%	1.25
1987	6,191	+ 4.1%	7.8%	1.16	6,234	- 5.0%	10.3%	1.19	98,937	+ 15.7%	16.8%	1.25
		(+ 85.5%)				(+ 94.2%)				(+121.2%)		
HIGHWAY 400												
32. At North Metro Boundary												
1975	2,690		16.5%	1.20	3,318		20.7%	1.58	34,331		26.1%	1.39
1977	3,104	+ 15.4%	19.9%	1.26	2,928	- 11.8%	19.6%	1.38	38,612	+ 12.5%	27.1%	1.33
1979	2,912	- 6.2%	10.5%	1.16	3,088	+ 5.5%	8.6%	1.17	39,107	+ 1.3%	19.0%	1.24
1981	3,040	+ 4.4%	11.4%	1.17	3,255	+ 5.4%	12.9%	1.28	41,517	+ 6.2%	20.2%	1.26
1983	3,784	+ 24.5%	10.4%	1.17	3,170	- 2.6%	8.3%	1.27	47,857	+ 15.3%	20.0%	1.29
1985	4,778	+ 26.3%	10.0%	1.15	3,509	+ 10.7%	10.6%	1.21	52,881	+ 10.5%	18.2%	1.24
1987	4,919	+ 3.0%	12.7%	1.14	5,114	+ 45.7%	16.0%	1.27	67,167	+ 27.0%	21.2%	1.27
		(+ 82.9%)				(+ 54.1%)				(+ 95.6%)		
HIGHWAY 409												
33. At West Metro Boundary												
1979 *	1,642 #		6.3%	1.22	2,093 #		8.9%	1.31	23,340		13.5%	1.34
1981	2,089 #	+ 27.2%	9.1%	1.22	2,533 #	+ 21.0%	7.2%	1.28	28,724	+ 23.1%	15.8%	1.31
1983	1,964 #	- 6.0%	7.0%	1.32	2,702 #	+ 6.7%	9.1%	1.29	28,089	- 2.2%	16.4%	1.34
1985	2,375 #	+ 20.9%	10.0%	1.26	2,156 #	- 20.2%	7.4%	1.19	30,438	+ 8.4%	12.9%	1.31
1987	2,712 #	+ 14.2%	5.6%	1.27	2,663 #	+ 23.5%	9.8%	1.25	33,316	+ 9.5%	14.5%	1.33
		(+ 65.2%)				(+ 27.2%)				(+ 42.7%)		

* Highway 409 opened August, 1978

Metro Cordon Count Program 1987

EXHIBIT 38: SELECTED COUNTS ON MAJOR ROAD FACILITIES (Continued)

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound (except where noted by #)				P.M. Peak Hour - Outbound (except where noted by #)				7:00 A.M.-7:00 P.M. (Two-way Totals)			
	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.
HIGHWAY 427												
34. South of Highway 401												
1975	5,167 #		16.9%	1.17	5,113 #		18.1%	1.29	83,891		23.7%	1.30
1977	6,423	+ 24.3%	17.6%	1.29	6,443 #	+ 26.0%	16.9%	1.36	99,078	+ 18.1%	23.1%	1.37
1979	6,892 #	+ 7.3%	12.8%	1.16	6,420	- 0.4%	12.6%	1.26	107,086	+ 8.1%	18.1%	1.25
1981	7,427	+ 7.8%	12.3%	1.16	7,781 #	+ 21.2%	10.3%	1.24	122,641	+ 14.5%	16.6%	1.24
1983	6,306	- 15.1%	10.4%	1.21	6,922 #	- 11.0%	8.9%	1.25	110,602	- 9.8%	16.9%	1.28
1985	6,977	+ 10.6%	11.4%	1.12	7,858 #	+ 13.5%	9.2%	1.19	120,395	+ 8.9%	16.3%	1.21
1987	7,611	+ 9.1%	11.4%	1.17	7,380 #	- 6.1%	12.3%	1.16	135,126	+ 12.2%	17.7%	1.20
		(+ 47.3%)				(+ 44.3%)				(+ 61.1%)		
ALLEN ROAD												
35. South of Highway 401												
1975	1,986		10.1%	1.28	1,904		10.2%	1.29	28,806		14.0%	1.31
1977	2,530	+ 27.4%	9.4%	1.22	2,569	+ 34.9%	8.8%	1.27	40,716	+ 41.3%	12.7%	1.27
1979	2,922	+ 15.5%	5.9%	1.20	3,422	+ 33.2%	5.2%	1.27	50,450	+ 23.9%	8.6%	1.25
1981	2,947 #	+ 0.9%	5.2%	1.17	3,474	+ 1.5%	6.5%	1.28	52,377	+ 3.8%	9.1%	1.27
1983	3,154 #	+ 7.0%	4.1%	1.13	3,557	+ 2.4%	8.2%	1.27	55,893	+ 6.7%	9.5%	1.26
1985	3,091 #	- 2.0%	3.6%	1.18	3,455	- 2.9%	4.9%	1.22	55,271	- 1.1%	7.3%	1.22
1987	3,399	+ 10.0%	6.4%	1.27	3,717 #	+ 7.6%	5.1%	1.15	62,715	+ 13.5%	9.4%	1.24
		(+ 71.1%)				(+ 95.2%)				(+117.7%)		
HIGHWAY 404												
36. At North Metro Boundary												
1979 *	1,867		17.5%	1.21	1,721		6.3%	1.20	24,306		15.6%	1.25
1981	2,757	+ 47.7%	10.3%	1.22	3,089	+ 79.5%	10.0%	1.26	37,094	+ 52.6%	15.1%	1.26
1983	3,767	+ 36.6%	11.9%	1.04	3,599	+ 16.5%	11.0%	1.21	42,797	+ 15.4%	16.7%	1.14
1985	3,702	- 1.7%	5.0%	1.16	3,810	+ 5.9%	5.4%	1.20	48,311	+ 12.9%	11.4%	1.21
1987	3,387 #	- 8.5%	10.2%	1.24	3,809 #	- 0.0%	9.6%	1.13	62,483	+ 29.3%	13.6%	1.19
		(+ 81.4%)				(+121.3%)				(+157.1%)		

* Highway 404, Sheppard Ave. to Highway 7, opened November, 1978

EXHIBIT 38: SELECTED COUNTS ON MAJOR ROAD FACILITIES (Continued)

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound (except where noted by #)				P.M. Peak Hour - Outbound (except where noted by #)				7:00 A.M.-7:00 P.M. (Two-way Totals)			
	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.
DON VALLEY PARKWAY												
37. South of Highway 401												
1975	4,925		9.5%	1.27	5,146		7.3%	1.32	79,490		16.0%	1.27
1977	4,921	- 0.1%	7.5%	1.32	5,223	+ 1.5%	14.3%	1.26	88,411	+ 11.2%	15.0%	1.26
1979	5,091	+ 3.5%	6.1%	1.21	5,668	+ 8.5%	6.5%	1.22	104,989	+ 18.8%	11.3%	1.22
1981	5,502	+ 8.1%	6.7%	1.18	6,399	+ 12.9%	5.5%	1.16	108,728	+ 3.6%	10.4%	1.18
1983	5,421	- 1.5%	5.9%	1.24	6,422 #	+ 0.4%	3.7%	1.28	109,708	+ 0.9%	10.6%	1.22
1985	5,638 #	+ 4.0%	6.6%	1.12	6,021	- 6.2%	4.7%	1.18	115,356	+ 5.1%	9.9%	1.18
1987	6,274 #	+ 11.3%	9.3%	1.17	5,702	- 5.3%	6.7%	1.21	118,638	+ 2.8%	10.6%	1.20
		(+ 27.4%)				(+ 10.8%)				(+ 49.2%)		
38. At Taylor Creek												
1975	5,129		7.5%	1.33	5,032		10.1%	1.31	83,237		15.6%	1.28
1977	5,120	- 0.2%	7.6%	1.28	4,756	- 5.5%	6.5%	1.28	85,180	+ 2.3%	13.0%	1.26
1979	5,164	+ 0.9%	6.1%	1.27	4,549	- 4.4%	7.8%	1.17	90,451	+ 6.2%	10.8%	1.26
1981	4,866	- 5.8%	5.4%	1.21	5,457	+ 20.0%	2.9%	1.26	86,381	- 4.5%	9.7%	1.22
1983	5,756	+ 18.3%	8.3%	1.30	4,969	- 8.9%	14.1%	1.12	98,098	+ 13.6%	13.6%	1.22
1985	5,257	- 8.7%	8.6%	1.26	5,043	+ 1.5%	11.7%	1.19	94,297	- 3.9%	14.1%	1.20
1987	5,232	- 0.5%	7.4%	1.17	5,989	+ 18.8%	9.6%	1.22	104,738	+ 11.1%	10.4%	1.21
		(+ 2.0%)				(+ 19.0%)				(+ 25.8%)		
Q.E.W./GARDINER EXPRESSWAY												
39. At West Metro Boundary												
1975	6,731		7.9%	1.18	6,570		8.5%	1.34	89,494		16.8%	1.30
1977	7,498	+ 11.4%	9.1%	1.29	6,919	+ 5.3%	9.1%	1.34	101,080	+ 12.9%	17.1%	1.35
1979	7,132	- 4.9%	9.3%	1.27	7,024	+ 1.5%	6.2%	1.34	108,260	+ 7.1%	15.3%	1.31
1981	9,140	+ 28.2%	6.0%	1.18	6,778	- 3.5%	5.0%	1.25	117,190	+ 8.2%	11.6%	1.25
1983	7,730	- 15.4%	5.9%	1.28	6,940	+ 2.4%	5.2%	1.16	104,262	- 11.0%	11.6%	1.26
1985	8,191	+ 6.0%	4.4%	1.17	6,900	- 0.6%	5.3%	1.20	109,928	+ 5.4%	10.2%	1.21
1987	6,603	- 19.4%	5.5%	1.17	6,262	- 9.2%	7.1%	1.19	102,022	- 7.2%	12.9%	1.22
		(- 1.9%)				(- 4.7%)				(+ 14.0%)		
40. At Bathurst Street												
1975	5,212		8.8%	1.34	6,043		6.6%	1.36	89,480		14.3%	1.29
1977	5,171	- 0.8%	9.5%	1.26	5,685	- 5.9%	7.0%	1.36	91,924	+ 2.7%	14.6%	1.30
1979	5,201	+ 0.6%	11.1%	1.30	6,845	+ 20.4%	7.3%	1.66	96,454	+ 4.9%	14.9%	1.33
1981	5,211	+ 0.2%	11.8%	1.24	5,210	- 23.9%	12.7%	1.28	95,419	- 1.1%	16.2%	1.28
1983	5,935	+ 13.9%	11.6%	1.25	5,898	+ 13.2%	13.2%	1.29	104,008	+ 9.0%	14.1%	1.26
1985	5,713	- 3.7%	12.6%	1.20	5,853	- 0.8%	10.2%	1.25	107,728	+ 3.6%	15.5%	1.25
1987	5,622 #	- 1.6%	9.3%	1.14	5,420 #	- 7.4%	15.0%	1.12	104,308	- 3.2%	16.1%	1.19
		(+ 7.9%)				(- 10.3%)				(+ 16.6%)		

Metro Cordon Count Program 1987

EXHIBIT 38: SELECTED COUNTS ON MAJOR ROAD FACILITIES (Continued)

LOCATION (See Exhibit 36)	A.M. Peak Hour - Inbound (except where noted by #)				P.M. Peak Hour - Outbound (except where noted by #)				7:00 A.M.-7:00 P.M. (Two-way Totals)			
	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.
GARDINER EXPRESSWAY (Cont.)												
41. At Cherry Street												
1975	4,097		10.4%	1.24	4,045		10.3%	1.29	54,559		16.9%	1.28
1977	4,157	+ 1.5%	10.0%	1.26	4,183	+ 3.4%	12.7%	1.24	55,008	+ 0.8%	16.4%	1.24
1979	5,642	+ 35.7%	7.4%	1.55	4,587	+ 9.7%	11.2%	1.30	64,595	+ 17.4%	16.4%	1.35
1981	4,335	- 23.2%	12.5%	1.28	4,337	- 5.5%	9.1%	1.32	62,460	- 3.3%	17.6%	1.27
1983	4,294	- 0.9%	10.7%	1.23	4,048	- 6.7%	12.5%	1.26	63,787	+ 2.1%	16.6%	1.27
1985 *	2,734	- 36.3%	10.8%	1.28	4,614	+ 14.0%	11.1%	1.26	54,172	- 15.1%	17.6%	1.25
1987	3,882	+ 42.0%	12.6%	1.17	3,662	- 20.6%	15.0%	1.20	63,065	+ 16.4%	18.9%	1.22
		(- 5.2%)				(- 9.5%)				(+ 15.6%)		

* Gardiner Expressway westbound from Leslie St. to Don Valley Pkwy. closed: May, 1985

"Metro Cordon Count Program 1987

APPENDIX A.

Survey Procedure

As in previous years, the 1987 Cordon Count was undertaken between the end of April and mid-June on weekdays, excluding Friday. Travel patterns on Friday are not felt to be typical of weekday travel. The time of year was selected because student manpower is readily available and daylight hours are long, but travel flows are not affected to a significant extent by summer vacations. However, it is at the beginning of the road construction season, which can cause disruptions to normal travel patterns.

At each counting station, persons and vehicles were recorded by 15-minute periods from 6:30 a.m. to 11:30 p.m. for one day on all screenlines, except Highway 401 North screenline, where the count was taken for the peak periods only 6:30 a.m. to 9:30 a.m. and 3:00 p.m. to 7:00 p.m. The following information was collected for each station:

(1) Private Autos by number of occupants (1 through 6)
(2) Taxis by number of occupants (1 through 6)
(3) Trucks - Light
    - Medium
    - Heavy
(4) Buses - TTC
    - Mississauga Transit
    - Other (GO bus, Voyageur, school buses, etc.)
(5) Streetcars
(6) Subway cars
(7) Commuter Rail cars.

The number of occupants in each taxi, bus, subway car, streetcar or commuter rail car was counted.

Most of the stations in the City of Toronto were counted by staff hired by the City of Toronto Department of Public Works. Counts on rapid transit facilities were taken by T.T.C. staff, and commuter rail counts were supplied by GO Transit. The remaining counts were undertaken by temporary staff hired by the Metropolitan Planning Department, supplemented by counting staff from the Ministry of Transportation Central Region at high volume freeway locations. The staff were trained prior to beginning the counting program and their performance on the job was monitored by field supervisors.

Roadside counts were undertaken with mechanical hand counters; totals for each 15-minute period were entered on field sheets. The vehicle classification system used by the counting staff is shown in Exhibit A7. A one-day count at a typical station required approximately 5 persons (i.e. two persons per shift, plus relief for meals and rush hour assistance where warranted). Some busy locations required up to 10 persons per day, while some low-volume stations required only one person per shift.

Counting station locations were carefully chosen to provide the best vantage point possible for counting vehicle occupants. At some poorly illuminated stations, it was not possible to count auto occupants after dark (approximately 9:00 p.m.). At these stations, therefore, accurate person movement summaries are not available after 9:00 p.m. Bus and streetcar occupancies were estimated from the degree of crowding based on the following guidelines:

	Completely Full	**All Seats Full (Some Standees)**	**All Seats Full (No Standees)**	**Half of Seats Full**
TTC,Mississauga,etc.				
-Standard	80	60	40	20
-Orion 30'	50	40	30	15
-Articulated	150	100	55	30
Inter-City	60	50	40	20
School Bus	--	--	60	30
Mini-Bus	--	--	20	10
Van-Pool	--	--	10	--

In buses with heavily tinted windows, 30 passengers were assumed. Occupants of trucks were not counted; neither were pedestrians, bicycles or motorcycles.

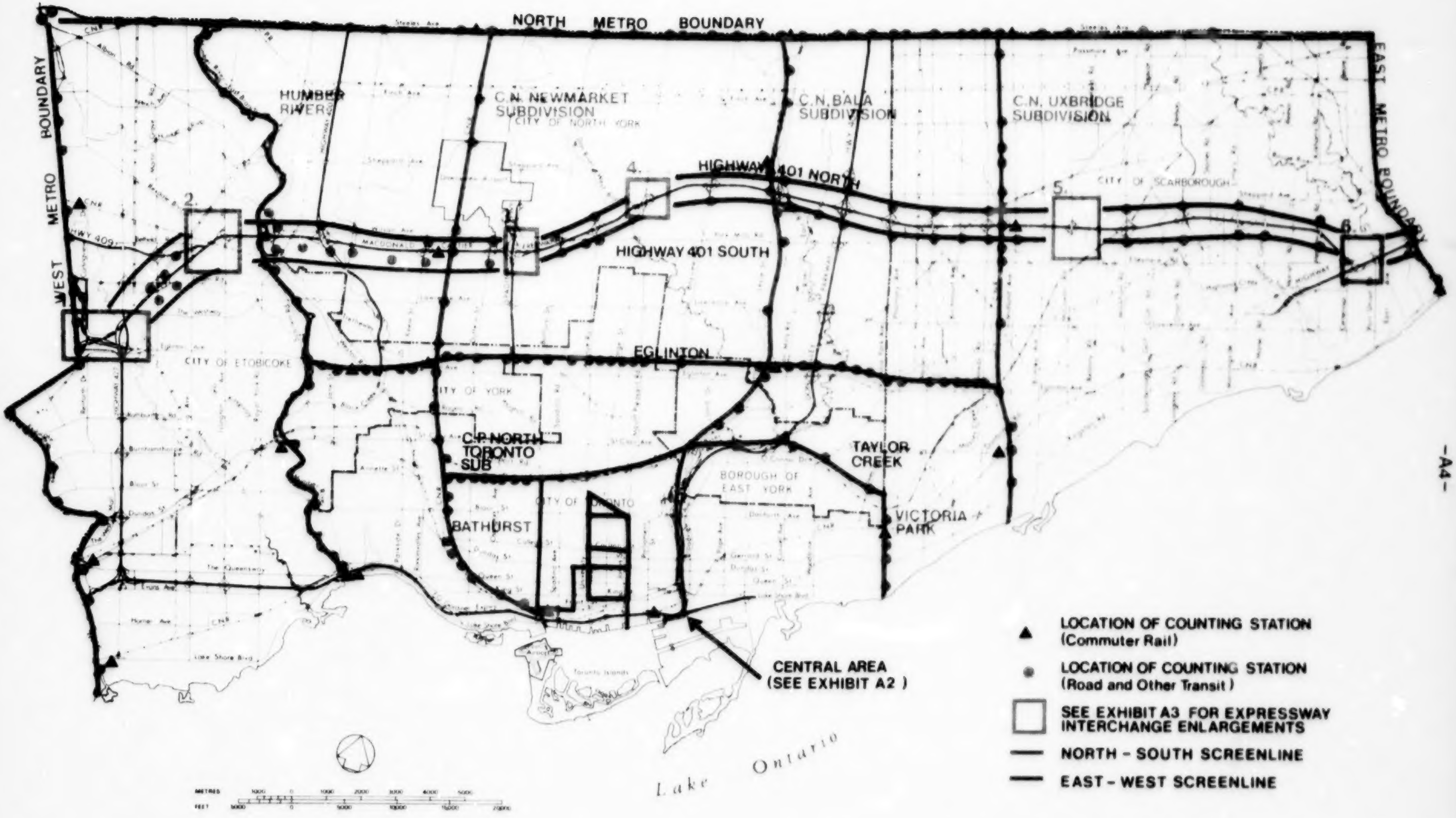

NORTH METRO BOUNDARY
EAST METRO BOUNDARY
WEST METRO BOUNDARY
HUMBER RIVER
C.N. NEWMARKET SUBDIVISION
CITY OF NORTH YORK
C.N. BALA SUBDIVISION
C.N. UXBRIDGE SUBDIVISION
CITY OF SCARBOROUGH
HIGHWAY 401 NORTH
HIGHWAY 401 SOUTH
HWY 409
2.
4.
5.
6.
EGLINTON
CITY OF ETOBICOKE
CITY OF YORK
C.P. NORTH TORONTO SUB
BATHURST
CITY OF TORONTO
BOROUGH OF EAST YORK
TAYLOR CREEK
VICTORIA PARK
CENTRAL AREA (SEE EXHIBIT A2)
Lake Ontario
METRES
FEET
▲ LOCATION OF COUNTING STATION (Commuter Rail)
● LOCATION OF COUNTING STATION (Road and Other Transit)
☐ SEE EXHIBIT A3 FOR EXPRESSWAY INTERCHANGE ENLARGEMENTS
— NORTH - SOUTH SCREENLINE
— EAST - WEST SCREENLINE

EXHIBIT A1:
LOCATIONS OF SCREENLINES AND COUNTING STATIONS

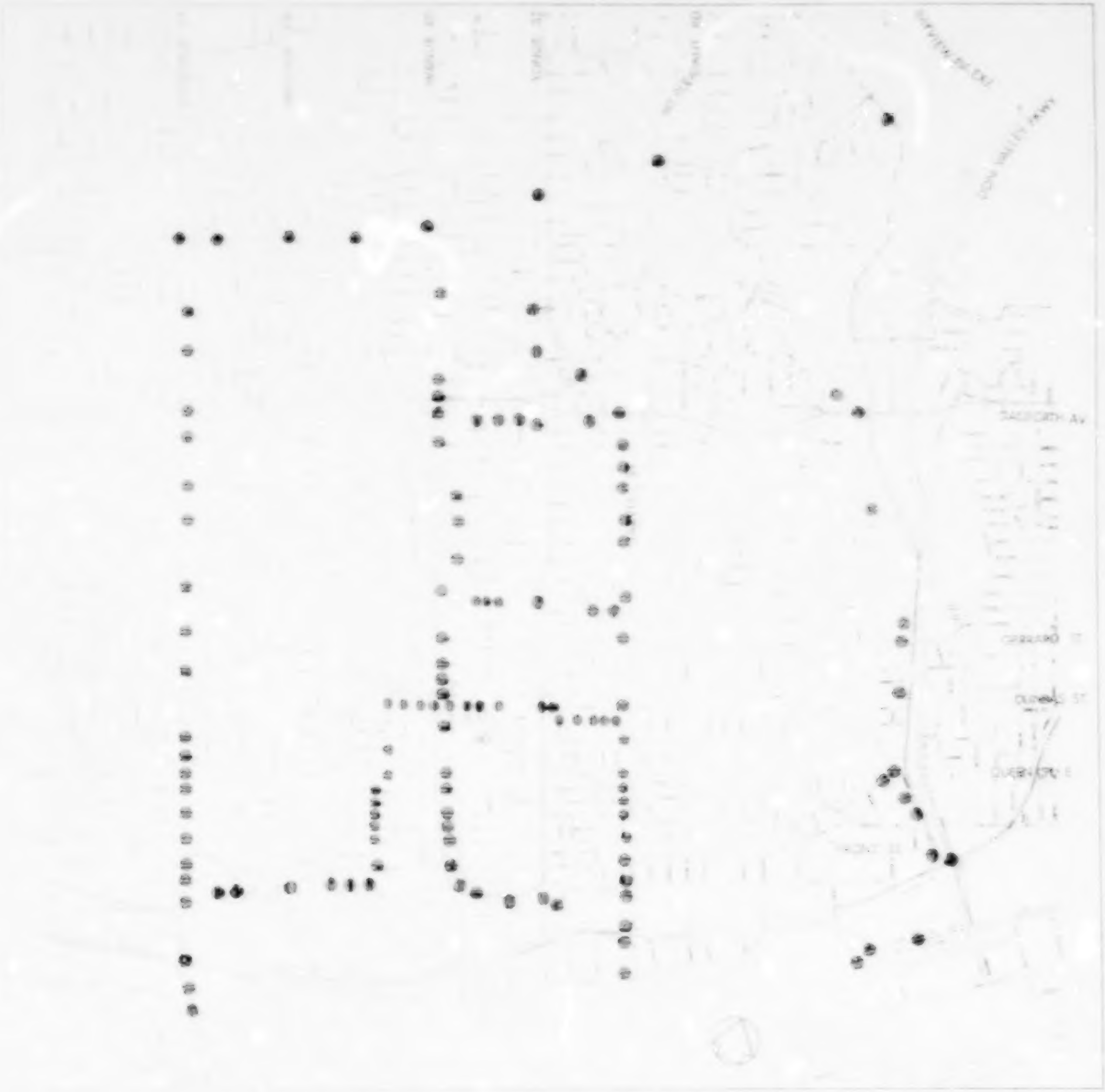
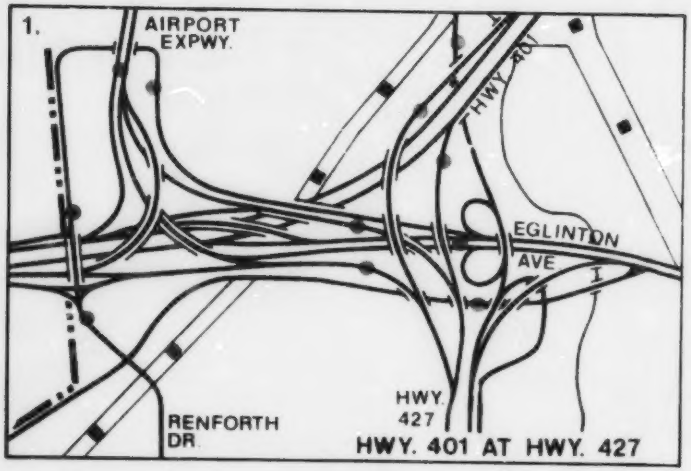

YONGE ST
MT PLEASANT RD
BAYVIEW AV EXT
DON VALLEY PKWY
DANFORTH AV
GERRARD ST
DUNDAS ST
QUEEN ST E
FRONT ST

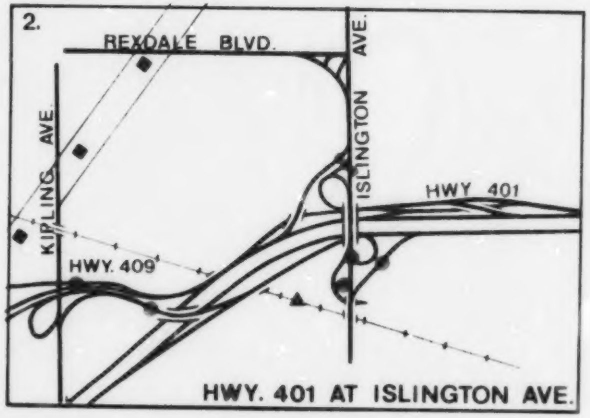
EXHIBIT A2:
CENTRAL AREA AND DOWNTOWN
COUNTING STATIONS

1.


AIRPORT EXPWY.
HWY. 401
EGLINTON AVE
RENFORTH DR.
HWY. 427

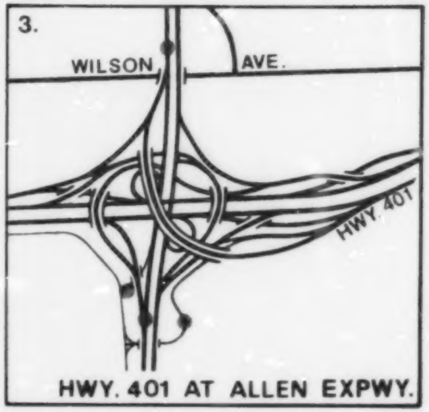
HWY. 401 AT HWY. 427

2.


REXDALE BLVD.
ISLINGTON AVE.
KIPLING AVE.
HWY. 409
HWY 401

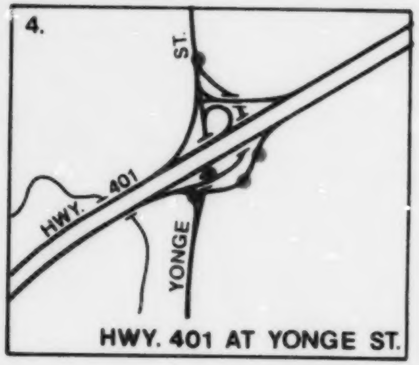
HWY. 401 AT ISLINGTON AVE.

3.


WILSON
AVE.
HWY. 401

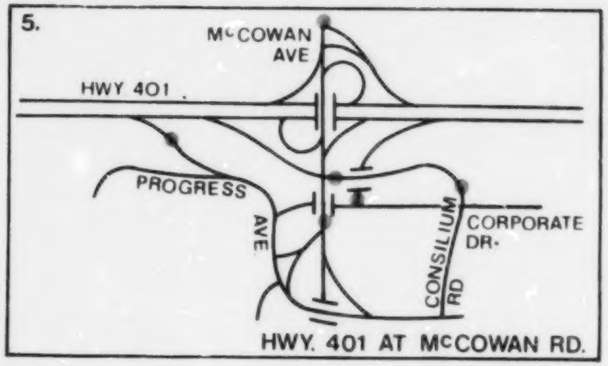
HWY. 401 AT ALLEN EXPWY.

4.


ST.
HWY. 401
YONGE

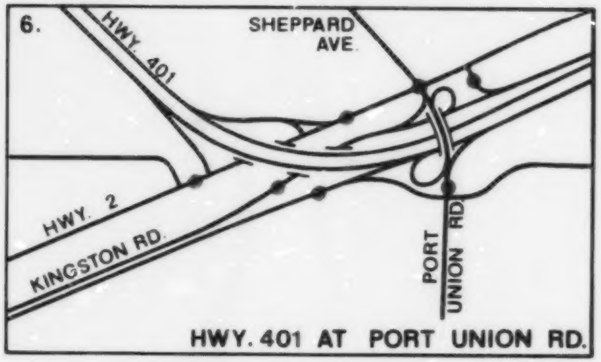
HWY. 401 AT YONGE ST.

5.


McCOWAN AVE
HWY 401
PROGRESS
AVE
CONSILIUM RD
CORPORATE DR.

HWY. 401 AT McCOWAN RD.

6.


HWY. 401
SHEPPARD AVE.
HWY. 2
KINGSTON RD.
PORT UNION RD

HWY. 401 AT PORT UNION RD.

EXHIBIT A3:
DETAILS OF COUNTING STATIONS
AT EXPRESSWAY INTERCHANGES

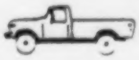
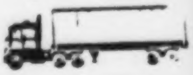
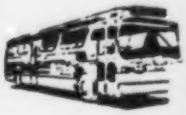
CLASSIFICATION	DESCRIPTION		EXAMPLE
PRIVATE VEHICLES	AUTOS	• Passenger Cars • Cars with Trailers • Vans and Pickups with private passenger function (Passenger Registration) • Jeeps • Campers	
	CABS	• Taxicabs • Airport limousines	
COMMERCIAL VEHICLES	LIGHT TRUCKS	• Small Panel Trucks • Courier Vehicles • Public Utility Cars • Vans and Pickups with commercial function (Advertising signs Commercial Registration) • Commercial Cars • Police Cars • Ambulances • Hearses	
	MEDIUM TRUCKS (2 axles, dual rear tires)	• Delivery Trucks • Tow Trucks • Garbage Trucks • Dump Trucks • Ambulance Buses	
	HEAVY TRUCKS (3+ axles)	• Tractor trailers • Tank trucks • Moving trucks • Cement trucks	 
TRANSIT VEHICLES	TTC BUSES	• all except chartered T.T.C. buses	
	STREETCARS	• plus Mississauga Transit Buses	
	OTHER BUSES	• Chartered TTC buses • Wheel Trans vehicles • School buses • Markham Transit • Hotel Buses • GO Transit • Voyageur • Airport buses • Gray Coach • Mini Buses Vanpool vehicle	

EXHIBIT A4:
VEHICLE CLASSIFICATION SYSTEM

APPENDIX B.

Data Processing

Data from T.T.C. and GO Transit counts were added to the field sheets completed by Metro Planning and Ministry of Transportation counting staff. Composite counting stations involving a combination of separate counts were manually tabulated to provide the correct movements. After these adjustments, the sheets were checked visually for completeness and consistency and the data was then keypunched and stored on a computer file. Data from stations counted by the City of Toronto were supplied already keyed onto a computer file.

The complete set of data was put through a computer edit program which checked for the presence or absence of T.T.C. bus, streetcar, subway and GO Transit commuter rail counts, and identified illogical data or keypunch errors. After correction and re-entry of any errors, a master file was created for use as input to the summary report programs.

In 1987, microcomputer reporting capabilities were developed using PC FOCUS software. These will eventually replace the mainframe reporting programs in use since 1975.

The summary report programs can produce two main types of reports for a specified screenline (defined as one station or a combination of stations):

1. Distribution of Vehicles by Classification;
2. Distribution of Persons by Mode;

Each report covers one direction, and can be produced either by station within a screenline for a specified time period, or by time periods (15, 30 or 60 minutes) for the total screenline. Grand totals are calculated, and subtotals can be printed for either user-specific peak periods or computed maximum 1-hour or 2-hour periods. Exhibit B2 illustrates the format of typical reports showing vehicle classification by period of time and distribution of person trips by location.

EXHIBIT B1: COUNTING STATION LOCATIONS 1986/1987

STAT NO.	STATION NAME	1986	1987
1	ST THOMAS ST S OF BLOOR	*	
2	BAY ST S OF BLOOR	*	
3	BALMUTO ST S OF BLOOR	*	
4	YONGE ST S OF BLOOR	*	
5	CHURCH ST S OF BLOOR	*	
10	CENTRE AVE S OF DUNDAS	*	*
11	CHESTNUT ST S OF DUNDAS	*	*
12	ELIZABETH ST S OF DUNDAS	*	*
13	BAY ST S OF DUNDAS	*	*
14	YONGE ST S OF DUNDAS	*	*
15	DUNDAS SQ W OF DUNDAS	*	*
16	VICTORIA ST S OF DUNDAS	*	*
17	BOND ST S OF DUNDAS	*	*
18	CHURCH ST S OF DUNDAS	*	*
19	DALHOUSIE ST S OF DUNDAS	*	*
20	MUTUAL ST S OF DUNDAS	*	*
30	SHUTER ST W OF JARVIS	*	*
31	QUEEN ST W OF JARVIS	*	*
32	RICHMOND ST W OF JARVIS	*	*
33	LOMBARD ST W OF JARVIS	*	*
34	ADELAIDE ST W OF JARVIS	*	*
35	KING ST W OF JARVIS	*	*
36	FRONT ST W OF JARVIS	*	*
37	ESPLANADE W OF JARVIS	*	*
38	WILTON ST W OF JARVIS	*	*
40	ESPLANADE E OF YONGE	*	
41	YONGE ST S OF FRONT	*	
42	BAY ST S OF FRONT	*	
43	YORK ST N OF FRONT	*	
50	FRONT ST E OF YORK	*	
51	WELLINGTON ST W OF YORK	*	
52	KING ST E OF UNIVERSITY	*	
53	PEARL ST E OF UNIVERSITY	*	
54	ADELAIDE ST E OF UNIVERS.	*	
55	RICHMOND ST E OF UNIVERS.	*	
56	QUEEN ST E OF UNIVERSITY	*	
57	ARMOURY ST E OF UNIVERS.	*	
60	DUNDAS ST E OF UNIVERSITY	*	
61	EDWARD ST E OF UNIVERSITY	*	
62	ELM ST E OF UNIVERSITY	*	
63	GERRARD ST E OF UNIVERS.	*	
64	COLLEGE ST E OF UNIVERS.	*	
65	GROSVENOR ST E OF UNIVERS	*	
66	WELLESLEY ST E OF UNIVERS	*	
67	ST JOSEPH ST E OF UNIVERS	*	
68	CHARLES ST E OF UNIVERS.	*	
69	BLOOR ST E OF UNIVERSITY	*	
70	ELIZABETH ST S OF COLLEGE	*	
71	LA PLANTE AV S OF COLLEGE	*	
72	BAY ST S OF COLLEGE	*	
73	YONGE ST S OF COLLEGE	*	
74	CHURCH ST S OF CARLTON	*	
75	MUTUAL ST S OF CARLTON	*	
80	GERRARD ST W OF JARVIS	*	
81	DUNDAS ST W OF JARVIS	*	
82	CARLTON ST W OF JARVIS	*	
83	MAITLAND ST W OF JARVIS	*	
84	WELLESLEY ST W OF JARVIS	*	
85	GLOUCESTER ST W OF JARVIS	*	
86	ISABELLA ST W OF JARVIS	*	
87	CHARLES ST W OF JARVIS	*	
88	BLOOR ST W OF JARVIS	*	
90	CUMBERLAND ST E OF AVENUE	*	
91	YORKVILLE AVE E OF AVENUE	*	
92	DAVENPORT RD E OF AVENUE	*	
93	BELMONT ST W OF YONGE	*	
94	YONGE ST N OF DAVENPORT	*	
95	PARK RD N OF COLLIER	*	
99	QUEENS QUAY E OF BATHURST		#
100	LAKE SHORE E OF BATHURST	*	*

STAT NO.	STATION NAME	1986	1987
101	BATHURST ST AT CNR-CPR		*
102	STRACHAN AV AT CNR-CPR		*
103	GARDINER EX E OF BATHURST	*	*
104	KING ST AT CNR-CPR TRACKS		*
105	QUEEN ST AT CNR-CPR		*
106	BROCK AV AT CNR-CPR		*
107	LANSDOWNE AV AT CNR-CPR		*
108	DUNDAS ST AT NEWMKT S/D.		*
109	BLOOR ST AT NEWMKT S/D		*
110	WALLACE AV AT NEWMKT S/D.		*
111	DUPONT ST AT NEWMKT S/D.		*
127	LANSDOWNE AV AT N TOR S/D		*
128	DUFFERIN ST AT N TOR S/D.		*
129	BARTLETT AV AT N TOR S/D.		*
130	DOVERCOURT AT N TOR S/D.		*
131	OSSINGTON AV AT N TOR S/D		*
132	SHAW ST AT N TORONTO S/D.		*
133	CHRISTIE ST AT N TOR S/D.		*
134	BATHURST ST AT N TOR S/D.		*
135	HOWLAND AV AT N TOR S/D.	*	*
136	SPADINA RD AT N TOR S/D	*	*
137	DAVENPORT RD AT N TOR S/D	*	*
138	AVENUE RD AT N TOR S/D.	*	*
139	YONGE ST AT N TORONTO S/D	*	*
140	MT PLEASANT AT N TOR S/D.	*	*
175	GOVERNORS RD BRIDGE	*	*
176	CASTLE FRANK RD RAMP	*	*
177	BLOOR ST AT DON RIVER	*	*
178	ROSEDALE VY RD W OF BAY X	*	*
179	RIVER ST RAMP	*	*
180	GERRARD ST AT DON RIVER	*	*
181	DUNDAS ST AT DON RIVER	*	*
182	QUEEN ST AT DON RIVER	*	*
183	BAYVIEW RAMP - QUEEN/KING	*	*
184	EASTERN AV AT DON RIVER	*	*
185	BAYVIEW EXT S OF QUEEN	*	*
186	GARDINER EXPY W OF D.V.P.	*	*
187	LAKESHORE E OF CHERRY ST	*	*
188	CHERRY ST S OF LAKESHORE	*	*
190	PORTLAND ST N OF FRONT ST	*	*
191	DRAPER ST N OF FRONT ST	*	*
192	SPADINA AVE N OF FRONT ST	*	*
193	PETER ST N OF FRONT ST	*	*
194	WINDSOR ST N OF FRONT ST	*	*
195	JOHN ST N OF FRONT ST	*	*
196	WELLINGTON ST E OF JOHN	*	*
197	KING ST W OF DUNCAN ST	*	*
198	PEARL ST W OF DUNCAN ST	*	*
199	ADELAIDE ST W OF DUNCAN	*	*
200	NELSON ST W OF DUNCAN ST	*	*
201	RICHMOND ST W OF DUNCAN	*	*
202	QUEEN ST W OF MCCAUL ST	*	*
203	STEPHANIE ST W OF MCCAUL	*	*
204	MCCAUL ST S OF DUNDAS ST	*	*
205	ST PATRICK ST S OF DUNDAS	*	*
206	SIMCOE ST S OF DUNDAS ST	*	*
207	UNIVERSITY AV S OF DUNDAS	*	*
208	GARDINER EXP W OF JARVIS	*	*
209	LAKESHORE BLV W OF JARVIS	*	*
210	QUEENS QUAY W OF JARVIS	*	*
218	FRONT ST E OF BATHURST	*	*
219	WELLINGTON E OF BATHURST	*	*
220	KING ST E OF BATHURST	*	*
221	ADELAIDE ST E OF BATHURST	*	*
222	RICHMOND ST E OF BATHURST	*	*
223	QUEEN ST E OF BATHURST	*	*
224	DUNDAS ST E OF BATHURST	*	*
225	COLLEGE ST E OF BATHURST	*	*
226	HARBORD ST E OF BATHURST	*	*
227	BLOOR ST E OF BATHURST	*	*

Note: # - New Station

EXHIBIT B1: COUNTING STATION LOCATIONS 1986/1987 (Continued)

STAT NO.	STATION NAME	1986	1987
228	DUPONT ST E OF BATHURST	*	*
229	ALLEN RD N OF EGLINTON		*
230	OLD PARK RD AT BELT LINE		*
231	BATHURST ST AT BELT LINE		*
232	CHAPLIN CR S OF ROSELAWN		*
233	AVENUE RD S OF ROSELAWN		*
234	EDITH AV S OF ROSELAWN		*
235	DUPLEX AV S OF ROSELAWN		*
236	YONGE ST S OF ROSELAWN		*
237	REDPATH AV S OF ERSKINE		*
238	MT PLEASANT S OF ELVINA		*
239	BAYVIEW AV S OF GLENVALE		*
240	STEWART ST E OF BATHURST	#	*
241	NIAGARA ST E OF BATHURST	#	*
242	CARR ST E OF BATHURST	#	*
243	NASSAU ST E OF BATHURST	#	*
244	ULSTER ST E OF BATHURST	#	*
245	LENNOX ST E OF BATHURST	#	*
246	BARTON ST E OF BATHURST	#	*
247	WELLS ST E OF BATHURST	#	*
270	QUEEN ST W OF VICTORIA PK		*
271	KINGSTON W OF VICTORIA PK		*
272	GERRARD W OF VICTORIA PK		*
273	DANFORTH W OF VICTORIA PK		*
300	LAKE SHORE AT HUMBER R		*
301	GARDINER EX AT HUMBER R		*
302	THE QUEENSWAY AT HUMBER R		*
303	BLOOR ST AT HUMBER R		*
304	DUNDAS ST AT HUMBER R		*
305	SCARLETT RD AT HUMBER R		*
306	EGLINTON AV AT HUMBER R		*
307	LAWRENCE AV AT HUMBER R		*
308	ST PHILLIPS RD AT HUMBER		*
309	HWY 401 AT HUMBER R		*
310	ALBION RD HUMBER R		*
311	ISLINGTON AV AT HUMBER R		*
312	STEELES AT HUMBER R		*
320	DAVENPORT RD AT NWMT S/D		*
321	ST CLAIR AV AT NWMKT S/D.		*
322	ROGERS RD AT NWMKT S/D.		*
323	EGLINTON AV AT NWMKT S/D		*
324	CASTLEFIELD AV AT NWMKT		*
325	LAWRENCE AV AT NWMKT S/D		*
326	HWY 401 AT NWMKT S/D		*
327	WILSON AV AT NWMKT S/D		*
328	SHEPPARD AV AT NWMKT S/D		*
329	FINCH AV AT NWMKT S/D.		*
330	STEELES AV AT NWMKT S/D.		*
340	BAYVIEW EXT AT BALA S/D		*
341	MILLWOOD RD AT BALA S/D.		*
342	WICKSTEED AV AT BALA S/D.		*
343	EGLINTON AV AT BALA S/D.		*
344	LAWRENCE AV AT BALA S/D.		*
345	YORK MILLS RD AT BALA S/D		*
346	LESLIE ST AT BALA S/D.		*
347	HWY 401 AT BALA S/D		*
348	SHEPPARD AV AT BALA S/D.		*
349	FINCH AV AT BALA S/D.		*
350	CUMMER AV AT BALA S/D.		*
351	STEELES AV AT BALA S/D		*
360	KINGSTON RD W OF MIDLAND		*
361	ST CLAIR AV W OF MIDLAND		*
362	DANFORTH RD AT UXBR S/D		*
363	EGLINTON AV AT UXBR S/D		*
364	LAWRENCE AV AT UXBR S/D.		*
365	ELLESMERE RD AT UXBR S/D.		*
366	PROGRESS AV AT UXBR S/D.		*
367	HWY 401 AT UXBRIDGE S/D		*
368	SHEPPARD AV AT UXBR S/D.		*
369	HUNTINGWOOD AT UXBR S/D		*

STAT NO.	STATION NAME	1986	1987
370	FINCH AV AT UXBRIDGE S/D		*
371	PASSMORE AV AT UXBR S/D.		*
372	STEELES AV AT UXBR S/D.		*
373	HAVENDALE RD AT UXBR S/D.		*
380	LEASIDE VIADUCT		*
381	DON MILLS RD AT DON R		*
382	DVP AT TAYLOR CREEK		*
383	O'CONNOR DR AT TAYLOR CR.		*
384	DAWES RD AT TAYLOR CREEK		*
400	LAKESHORE AT ETOBICOKE CR		*
401	QEW AT ETOBICOKE CR		*
402	QUEENSWAY AT ETOBICOKE CR		*
403	DUNDAS ST AT ETOBICOKE CR		*
404	BLOOR ST AT ETOBICOKE CR.		*
405	BURNHAMTHORPE AT ETOB CR		*
406	EGLINTON AV AT ETOBICO CR		*
407	HWY 401 W OF RENFORTH DR		*
408	ARPT SERV RD W OF HWY 427		*
409	ARPT EXPWY W OF HWY 427		*
410	AIRPORT RD W OF HWY 427		*
412	REXDALE BLVD W OF HWY 427		*
413	MORNINGSTAR DR W OF 427		*
414	STEELES AV W OF HWY 50		*
415	FASKEN DR W OF HWY 427		*
419	DISCO RD W OF HWY 427		*
420	HWY 50 N OF STEELES AV		*
421	HWY 27 N OF STEELES AV		*
422	ISLINGTON AV N OF STEELES		*
423	PINE VALLEY N OF STEELES		*
424	WESTON RD N OF STEELES AV		*
425	HWY 400 N OF STEELES AV		*
426	JANE ST N OF STEELES AV		*
427	KEELE ST N OF STEELES AV		*
428	DUFFERIN ST N OF STEELES		*
429	BATHURST ST N OF STEELES		*
430	YONGE ST N OF STEELES AV		*
431	HENDERSON AV N OF STEELES		*
432	BAYVIEW AV N OF STEELES		*
433	LAURALEAF RD N OF STEELES		*
434	WOODBINE AVE N OF STEELES		*
435	WARDEN AVE N OF STEELES		*
436	KENNEDY RD N OF STEELES		*
437	MCCOWAN RD N OF STEELES		*
438	HWY 48 N OF STEELES AV		*
439	9TH CONC N OF STEELES AV		*
440	DON MILLS RD N OF STEELES		*
441	MARTINGROVE N OF STEELES		*
442	HWY 404 N OF STEELES		*
443	VICTORIA PK N OF STEELES		*
444	HILDA AVENUE N OF STEELES		*
445	ESNA PARK DR N OF STEELES		*
446	BIRCHMOUNT N OF STEELES		*
447	CONLEY ST N OF STEELES		*
448	NEW WESTMINSTER N STEELES		*
449	WILLOWDALE N OF STEELES		*
450	HWY 2 AT ROUGE RIVER		*
451	HWY 401 AT ROUGE RIVER		*
460	NEW KENNEDY RD N STEELES		#
461	BRIMLEY RD N OF STEELES		#
470	HWY 409 W OF HWY 427		*
471	FINCH W OF HWY 427		*
600	EMMETT AV N OF EGLINTON		*
601	JANE ST N OF EGLINTON AV		*
602	WESTON RD N OF EGLINTON		*
603	TRETHEWEY N OF EGLINTON		*
604	KEELE ST N OF EGLINTON AV		*
605	CALEDONIA RD AT BELT LINE		*
606	RONALD AV AT BELT LINE		*
607	DUFFERIN ST AT BELT LINE		*
608	MARLEE AV S OF ROSELAWN		*

Note: # - New Station

EXHIBIT B1: COUNTING STATION LOCATIONS 1986/1987 (Continued)

STAT NO.	STATION NAME	1986	1987
609	LESLIE ST N OF EGLINTON		*
610	DON MILLS N OF EGLINTON		*
611	DVP N OF EGLINTON AV		*
612	WYNFORD DR N OF EGLINTON		*
613	SLOANE AV N OF EGLINTON		*
614	VICTORIA PK N OF EGLINTON		*
615	PHARMACY AV N OF EGLINTON		*
616	WARDEN AV N OF EGLINTON		*
617	BIRCHMOUNT N OF EGLINTON		*
618	KENNEDY RD N OF EGLINTON		*
619	IONVIEW N OF EGLINTON AVE		*
620	ROSEMOUNT N OF EGLINTON		*
621	THERMOS N OF EGLINTON AVE		*
622	SWIFT N OF EGLINTON AVE		*
623	GERVAIS N OF EGLINTON AVE		*
624	BLACK CREEK DR N EGLINTON		*
700	RENFORTH DR N OF HWY 401		*
701	HWY 427 N OF HWY 401		*
702	CARLINGVIEW N OF HWY 401		*
703	HWY 27 N OF HWY 401		*
710	DIXON RD E OF HWY 401		*
711	409 WB TO KIPLING/BELFLD		*
712	SB ISLINGTON AV TO WB 401		*
713	WB 401 TO NB ISLINGTON AV		*
714	ISLINGTON AV N OF HWY 401		*
715	WESTON RD N OF HWY 401		*
716	HWY 400 N OF HWY 401		*
717	WB 401 TO MTC & NB KEELE		*
718	KEELE ST N OF HWY 401		*
719	DUFFERIN ST N OF HWY 401		*
720	ALLEN ROAD N OF HWY 401		*
721	WB 401 TO WILSON BATHURST		*
722	AVENUE RD N OF HWY 401		*
723	YONGE ST N OF HWY 401		*
724	BAYVIEW AVE N OF HWY 401		*
725	LESLIE ST N OF HWY 401		*
726	HWY 404 N OF HWY 401		*
727	VICTORIA PK N OF HWY 401		*
728	WARDEN AVE N OF HWY 401		*
729	KENNEDY RD N OF HWY 401		*
730	MCCOWAN RD N OF HWY 401		*
731	MARKHAM RD N OF HWY 401		*
732	MORNINGSIDE AVE N OF 401		*
733	HWY 2 E OF HWY 401		*
734	PT UNION RD N OF HWY 401		*
735	WB HWY 401 TO HWY 2		*
736	RENFORTH DR S OF HWY 401		*
738	KIPLING AV S OF HWY 401		*
739	ISLINGTON AV S OF HWY 401		*
740	RESOURCES RD EB TO 401		*
741	NB ISLINGTON AV TO 401		*
742	WESTON RD S OF HWY 401		*
743	WENDELL AV AT HWY 401		*
744	HWY 400 S OF HWY 401		*
747	JANE ST AT HWY 401		*
749	KEELE ST S OF HWY 401		*
750	EB 401 TO SB DUFF/YRKDALE		*
751	DUFFERIN ST S OF HWY 401		*
752	ALLEN ROAD S OF HWY 401		*
753	YORKDALE TO EB HWY 401		*
754	SB ALLEN RD TO YORKDALE		*
755	BATHURST ST AT HWY 401		*
756	NB BATHURST TO EB HWY 401		*
757	WILSON AV E OF HWY 401		*
758	AVENUE RD S OF HWY 401		*
759	EB HWY 401 TO SB YONGE ST		*
760	YONGE ST S OF HWY 401		*
761	LORD SEATON E OF YONGE ST		*
762	YONGE ST TO EB HWY 401		*
763	BAYVIEW AVE S OF HWY 401		*

STAT NO.	STATION NAME	1986	1987
764	DON MILLS RD AT HWY 401		*
765	DVP S OF HWY 401		*
766	VICTORIA PK S OF HWY 401		*
767	WARDEN AV S OF HWY 401		*
768	BIRCHMOUNT AT HWY 401		*
769	KENNEDY RD S OF HWY 401		*
770	MIDLAND AVE AT HWY 401		*
771	MCCOWAN RD S OF HWY 401		*
772	MARKHAM RD S OF HWY 401		*
773	MORNINGSIDE AVE S OF 401		*
774	CONLINS RD AT HWY 401		*
775	MEADOWVALE S OF HWY 401		*
776	HWY 2 W OF HWY 401		*
777	HWY 2A W OF HWY 401		*
778	PT UNION RD S OF HWY 401		*
779	EGLINTON AV W OF HWY 27		*
781	MEADOWVALE RD N HWY 401		*
782	KIPLING AV NB TO HWY 409		*
784	HWY 409 W OF MARTIN GROVE		*
785	PROGRESS RAMP FROM 401 EB		#
786	MCCOWAN RD S OF HWY 401		*
790	HWY 401 WB TO HWY 427 SB		*
791	HWY 427 NB TO HWY 401 EB		*
792	401 EB & AIR EX TO 427 SB		*
793	427 NB TO 401 WB+AIRPT EX		*
797	NEILSON RD S OF HWY 401		*
798	NEILSON RD N OF HWY 401		*
800	MARTIN GR RD S OF HWY 401		*
801	YONGE ST S OF HWY 401		*
802	KIPLING AV N OF HWY 401		*
807	MARTINGROVE N OF DIXON RD		*
808	DIXON RD W OF MARTINGROVE		*
900	LAKESHORE GO ETOBICOKE CR		*
901	LAKESHORE GO AT HUMBER R.		*
902	LAKESHORE GO E/BATHURST	*	*
903	LAKESHORE GO W AT UNION	*	*
904	LAKESHORE GO W/BROWNSLINE		*
910	LAKESHORE GO AT ROUGE R.		*
911	LAKESHORE GO W OF MIDLAND		*
912	LAKESHORE GO W OF VICT.PK		*
913	LAKESHORE GO AT DON R.	*	*
914	LAKESHORE GO E AT UNION	*	*
920	GEORGETOWN GO W OF INDIAN		*
921	GEORGETOWN GO AT HWY 401		*
922	GEORGETOWN GO N/EGLINTON		*
923	GEORGETOWN GO E/BATHURST	*	*
924	GEORGETOWN GO AT UNION	*	*
930	RICH HILL GO N OF STEELES		*
931	RICH HILL GO N OF HWY 401		*
932	RICH HILL GO S OF HWY 401		*
933	RICH HILL GO N/EGLINTON		*
934	RICHMOND HILL GO AT DON R	*	*
935	RICHMOND HILL GO AT UNION	*	*
940	MILTON GO AT ETOBICOKE CR		*
941	MILTON GO AT HUMBER R		*
942	MILTON GO E OF BATHURST	*	*
943	MILTON GO AT UNION STN	*	*
945	BRADFORD GO N OF STEELES		*
946	BRADFORD GO AT HWY 401		*
947	BRADFORD GO N OF EGLINTON		*
948	BRADFORD GO E OF BATHURST	*	*
949	BRADFORD GO AT UNION STN	*	*
950	STOUFFVILLE GO N/STEELES		*
951	STOUFFVILLE GO AT HWY 401		*
952	STOUFFVILLE GO N/EGLINTON		*
953	STOUFFVILLE GO W/MIDLAND		*
954	STOUFFVILLE GO W/VICT PK		*
955	STOUFFVILLE GO AT DON R.		*
956	STOUFFVILLE GO AT UNION	*	*
999	UNIVRSITY SUB E/ST GEORGE	*	*

Note: # - New Station

EXHIBIT B2: SAMPLE COMPUTER REPORTS

FOCUS-VEHBYT
INBOUND

THE MUNICIPALITY OF METROPOLITAN TORONTO-PLANNING DEPARTMENT
REPORT FOR 1987
VEHICLE CLASSIFICATION BY PERIOD OF TIME

PAGE 1
DATE-02/05/88

SCREEN LINE CODE - 1014
NAME - BATHURST STREET WITH ADDITIONAL STATIONS (1986 ON)
REQUESTED PERIOD - 0630 TO 1000

PERIOD OF TIME	TOTAL VEHICLES =1+2+3 +4+5.	AUTOS			TRUCKS				T T C	OTHER	STR.	SUB-WAY CARS	C.R. CARS
FROM - TO		TOTAL 1	PRIVATE AUTOS	TAXI CABS	TOTAL 2	LIGHT	MED.	HEAVY	BUSES 3	BUSES 4	CARS 5	NOT IN TOT	
06:30 - 06:45	1967	1597	1550	47	349	254	0	95	7	3	11	18	8
06:45 - 07:00	2373	1950	1884	66	392	291	1	100	9	7	15	24	0
07:00 - 07:15	2838	2367	2306	61	433	329	2	102	14	9	15	36	10
07:15 - 07:30	3222	2703	2636	67	479	340	0	139	12	9	19	42	8
07:30 - 07:45	3327	2867	2797	70	419	298	2	119	9	13	19	36	23
07:45 - 08:00	3751	3283	3201	82	428	319	0	109	9	12	19	24	23
08:00 - 08:15	3798	3329	3246	83	423	287	1	135	8	21	17	48	27
08:15 - 08:30	4027	3532	3443	89	449	324	0	125	6	24	16	42	22
08:30 - 08:45	4158	3552	3450	102	565	369	5	191	5	19	17	42	16
08:45 - 09:00	3857	3277	3173	104	544	367	6	171	6	12	18	36	0
09:00 - 09:15	3454	2875	2775	100	539	330	7	202	5	13	22	42	9
09:15 - 09:30	3007	2484	2384	100	496	324	4	168	4	9	14	30	0
09:30 - 09:45	2929	2377	2280	97	522	333	0	189	3	13	14	18	0
09:45 - 10:00	2661	2145	2063	82	484	313	4	167	4	15	13	42	0
TOTAL	45369	38338	37188	1150	6522	4478	32	2012	101	179	229	480	146
07:00 - 09:00	28978	24910	24252	658	3740	2633	16	1091	69	119	140	306	129

FOCUS-PERBYL.
INBOUND

THE MUNICIPALITY OF METROPOLITAN TORONTO-PLANNING DEPARTMENT
REPORT FOR 1987
DISTRIBUTION OF PERSON TRIPS BY LOCATION

PAGE 1
DATE-02/05/88

SCREEN LINE CODE - 1014
NAME - BATHURST STREET WITH ADDITIONAL STATIONS (1986 ON)
REQUESTED PERIOD - 0630 TO 1000

LOCATIONS		DIREC	TOTAL PERSON TRIPS	AUTOS			TRANSIT					
NO.	NAME		= 1+2.	TOTAL 1.	PRIVATE AUTOS	TAXI CABS	TOTAL 2.	T T C BUSES	OTHER BUSES	STREET CARS	SUBWAY	COMM-UTER RAIL
099	QUEENS QUAY E OF BATHURST	E	2036	1871	1850	21	165	0	165	0	0	0
100	LAKE SHORE E OF BATHURST	E	6669	6303	6256	47	366	0	366	0	0	0
103	GARDINER EX E OF BATHURST	E	17578	16430	16335	95	1148	0	1148	0	0	0
218	FRONT ST E OF BATHURST	E	1858	1774	1730	44	84	49	35	0	0	0
219	WELLINGTON E OF BATHURST	E	382	381	370	11	1	0	1	0	0	0
220	KING ST E OF BATHURST	E	4604	1746	1705	41	2858	0	185	2673	0	0
221	ADELAIDE ST E OF BATHURST	E	3195	3115	3028	87	80	0	80	0	0	0
223	QUEEN ST E OF BATHURST	E	4739	1620	1556	64	3119	0	10	3109	0	0
224	DUNDAS ST E OF BATHURST	E	3459	1219	1195	24	2240	0	50	2190	0	0
225	COLLEGE ST E OF BATHURST	E	4892	2303	2252	51	2589	0	22	2567	0	0
226	HARBORD ST E OF BATHURST	E	3673	2880	2805	75	793	767	26	0	0	0
227	BLOOR ST E OF BATHURST	E	49355	2880	2842	38	46475	0	133	0	46342	0
228	DUPONT ST E OF BATHURST	E	3225	2476	2443	33	749	741	8	0	0	0
240	STEWART ST E OF BATHURST	E	199	199	198	1	0	0	0	0	0	0
241	NIAGARA ST E OF BATHURST	E	286	273	268	5	13	0	13	0	0	0
242	CARR ST E OF BATHURST	E	106	106	106	0	0	0	0	0	0	0
243	NASSAU ST E OF BATHURST	E	588	569	553	16	19	0	19	0	0	0
244	ULSTER ST E OF BATHURST	E	135	135	135	0	0	0	0	0	0	0
245	LENNOX ST E OF BATHURST	E	172	168	168	0	4	0	4	0	0	0
246	BARTON ST E OF BATHURST	E	443	409	408	1	34	0	34	0	0	0
902	LAKESHORE GO E/BATHURST	E	10147	0	0	0	10147	0	0	0	0	10147
923	GEORGETOWN GO E/BATHURST	E	2940	0	0	0	2940	0	0	0	0	2940
942	MILTON GO E OF BATHURST	E	2717	0	0	0	2717	0	0	0	0	2717
948	BRADFORD GO E OF BATHURST	E	524	0	0	0	524	0	0	0	0	524
TOTAL			123922	46857	46203	654	77065	1557	2299	10539	46342	16328